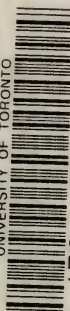
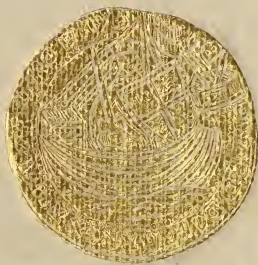


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SIR GEORGE ROOKE



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THE JOURNAL
OF
Sir George Rooke
ADMIRAL OF THE FLEET

1700—1702

EDITED BY
OSCAR BROWNING



PRINTED FOR THE NAVY RECORDS SOCIETY

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INTRODUCTION

THE Journal of Sir George Rooke, which is now presented for the first time to the public, consists of two parts—an account of an expedition into the Sound in 1700, and of an attack on Cadiz and Vigo in 1702. Both these events are episodes in the war of the Spanish Succession, and the first is also connected with the interminable Schleswig-Holstein question, which has only received its solution in our own day. The object of the first expedition was extremely simple. It was to prevent a war between Sweden and Denmark, which, by taking larger dimensions, might embroil the whole of Europe, and seriously interfere with the war which William the Third saw was imminent for curbing the power of Louis XIV. This immediate object was successfully attained, and peace between the two northern Courts was secured by the Treaty of Travendal.

Without going too deeply into the general history of the period, it will be well to give a continuous narrative of the events with which Sir

George Rooke's journal is concerned ; and in this we shall be greatly assisted by the correspondence of Mr. J. Robinson, envoy at the Court of Stockholm, which has recently been acquired by the British Museum. When King Christian the Fifth of Denmark died, on August 25, 1699, and left his throne to his son Frederick the Fourth, the danger of a war for the possession of Holstein was already imminent. The young King, first cousin of Charles XII., was lean, small in stature, with a smooth and pallid countenance. His appearance was not prepossessing, but he had a proud and fiery spirit. He was also intelligent, cultivated, and true. He was not likely to surrender any part of his dominions without a struggle, and he therefore continued the policy of a triple alliance between Saxony, Russia, and Denmark against Sweden which had been begun by his father. In January 1700 an alliance was signed at the Hague between England, Brunswick, Lüneburg, and Celle, with a view of putting some check on the fiery spirit of the Danish King, and of supporting the Treaty of Altona, by which England, Holland, and other German States guaranteed the Duchy of Holstein to the House of Holstein-Gottorp. The negotiations which followed had no result. Denmark was threatened on many sides. Swedish troops were massed together in the Duchy of Holstein and in the territory of Bremen, threatening advances were made from Pomerania and from Hanover, General Reh binder stood ready to march in Gottenburg, and Norway, which then belonged to Denmark, was menaced from other quarters.

In order to meet the attack Frederick mobilised his entire fleet, and as the spring of 1700 approached, the chance of peace being preserved by the united efforts of France and England seemed very small. At length the Danish army entered the Duke's dominions on March 17, and Tönning was invested on April 22, being defended by the Swedish General Bauer with 4,000 men. Before he joined his invading army, Frederick did his best to provide for the defence of Seeland against an attack by Charles XII., the only enemy of whom he was afraid. He had no suspicion that a united Dutch and English fleet would sail into the Sound to support the Swedes. The defence of Copenhagen was entrusted to Hans Schack. The Danish fleet the first line of defence, consisting of twenty-nine line-of-battle ships and fifteen frigates, was under the command of Ulrich Christian Gyldenlöve, whose name frequently appears in the correspondence under the form Guldenleew. He was a natural brother of the King, young in years, but old in experience. He had orders to sail to Carlsrona, to obtain information as to the movements of the Swedish fleet, and to guard his country against attack. King Frederick went to Tönning in May, hoping to witness the triumphant capture of the town. But things were not going well. Ten thousand bombs and red-hot shot had been thrown within the walls, with the result of setting fire to a single house and killing a single man. The Danes came to the conclusion that Tönning was full of witches and magicians, against whom it was vain to contend with mortal arms. A relieving army of Swedes, Hanove-

rians and Dutch was approaching from Pomerania. The Duke of Würtemberg was forced to raise the siege on June 2.

Charles XII. left his capital of Stockholm on April 14, never to enter it again. He had not at this time completed his eighteenth year. Three monarchs were in league against him, to partition his kingdom and to crush himself. He first went to Carlsrona, accompanied by the Duke of Holstein, for the purpose of reviewing his fleet, and then to Malmö to prepare the force of 12,000 men, which were encamped between this place and Landsrona, for the invasion of Seeland. He went on to Gottenburg, where the Duke of Holstein left him to proceed to his own dominions (p. 29). Rooke's fleet had sighted the coast of Jutland on June 5, and Charles, hearing of its approach, hastened back to Carlsrona to get on board his own ship, and to join the allied squadron in the waters of the Sound.

The policy of William III. had been dictated by high considerations of state. As before said, he was anxious to prevent the continuance of a northern war, which might seriously impede the operations of a coalition against France, which was almost certain to be necessary on the death of Charles II. of Spain. Negotiations with Denmark having failed to bring about peace, he had no course open but to join with Sweden, Holland, and Celle in enforcing the conditions of the Treaty of Altona.

After the raising of the siege of Tönning, Frederick IV. established his headquarters at Rendsburg. Here, on June 7, 1700, he was in-

formed by the English envoy, Mr. Gregg, of the approach of the allied fleet, and was urged to retire with his troops from the Duchies and to fulfil the conditions of the Treaty of Altona, being assured that the King of England had nothing but the most friendly intentions towards him, and a sincere desire for peace. Frederick insisted that the allied troops should first retire from Holstein, and declared himself ready to admit the mediation of France, which the Duke of Holstein-Gottorp was not willing to accept. Count Chamilly did his best to induce Frederick to comply with the English demands, and even wrote a letter to Rooke (p. 40, foll.). To this Rooke replied that he must proceed in the execution of his orders, unless an armistice from the King his master's ministers had been signified (p. 43).

The Danish fleet, which was now cruising off Carlsrona, was strong enough to meet the Swedish fleet in conflict, but not to contend against the three fleets which would soon be arrayed against it. Gyldenlöve, therefore, first withdrew into the Bay of Kjöge, to the south of Copenhagen, and then into the Sound. He took up his position between the island of Hveen and Helsingör (Elsinore), so that the fleet, defended by the cannons of Kronborg, might defend the entrance to the Sound, or might retire towards Malmö and Dragör without risking a battle in these dangerous waters, from which all marks of navigation had been removed. On June 17 Mr. Robinson writes from Helsingborg to Mr. Secretary Vernon that on June 16 he had found the English fleet had come to anchor early in the morning, about eight or nine English miles short of the

Sound, and that he could see them riding there. 'But being told that several Danish cruisers lay to hinder all boats from going or coming to or from it, I sent a messenger by land who was to go off in a boat rather beyond our fleet that he might safely come at it. . . . I writ Sir George Rooke that I heard nothing certain of the Swedish fleet being at sea, but the Danish lay (as it still does) before this place, but nearer the other shore, stretching in a line from an English mile or two below Elsinore towards Hween or Scarlet Island. They are posted as if they resolved to dispute the passage, though they pretend to be well confirmed here, that three days ago upon the approach of some vessels, which the Danes mistook for our fleet, they were making all ready to retire to Copenhagen. They are 28 sail, besides three or four frigates that are coming between the Sound and our fleet.' On June 19 (O.S.) Robinson went on board the English fleet, accompanied by Baron Groot, the Hanoverian envoy, who was much delighted with what he saw. He wrote on June 26 (O.S.): 'This morning early the Swedes' fleet appeared before this place, *and is now passing by with little wind and hazy weather.* Since I writ the last words, I have been on the walls of the town and have seen a good part of the Swedish fleet about three leagues short of this place, making an easy sail, to wait I suppose for the rest. Lieutenant-General Rheenskiöld (Governor of this Province) has also been with me from the King to desire me to acquaint Sir George Rooke with the arrival of the fleet in this neighbourhood, and that his admiral has orders to make the best of his way

towards the Sound, where it is expected that opposition will be made by the Danes, and therefore his Majesty recommends Sir George Rooke to do his best to come with all speed to the assistance of the Swedes, which I have undertaken to notify to him express. The wind is S.E. which 'tis supposed may serve the Danes to retire to Copenhagen, and from the walls of that town several ships are seen sailing from the Sound thitherward, but whether men-of-war or not cannot be discovered.'

The Danish commanders in Seeland, astonished at the number of ships collected in their friendly waters, asked Admirals Rooke and Allemonde what might be the object of their presence. They replied that their object was friendly, and that they came to prevent the outbreak of a war; they had been ordered to sail through the Sound, and hoped to have a free passage. The Commander of Kronborg and the Governor of Copenhagen would not permit this until the King had been consulted, and therefore if they attempted the passage force would be repelled by force. During these negotiations the allied fleets approached the entrance of the Sound and measured the depth of the channel on the Swedish coast. Gyldenlöve prepared for action, strengthened his complement of sailors, and determined to defend himself bravely.

On June 28 (O.S.) Robinson writes that the Swedish fleet continues still in the same place, three or four leagues from Malmö, that Sir George Rooke advised them not to move until the wind shifted, that he may leave his station between Hveen and Elsinore and get nearer to the Danes,

‘the better to support the Swedish fleet, and that he may have a share in the honour of bringing the Danes to reason. The King of Sweden is extremely pleased with this letter and with all Sir G. Rooke’s conduct.’ Robinson tells us that in the afternoon of the same day he went with the French ambassador (Count Guiscard) to an audience with Charles XII. ‘The ambassador in a set speech notified to his Majesty the treaty about the Spanish succession, and desired we might have leave to confer with his Ministers on that subject. I spoke afterwards to the same purpose, and the answer to both of us was given by Count Polus, importing that his Majesty thanked both Kings for the communication and the intention therein, being to preserve the peace and tranquillity of Europe, for which his Majesty is as zealous as any other Prince can be. He will accordingly take the matter into consideration.’ He adds : ‘I do not expect any farther answer will speedily follow, both because so few of the Ministers are here, and that they would, I presume, gladly know how the Emperor will determine himself before they engage in it.’

On June 30 (O.S.) Mr. Robinson wrote to Mr. Blathwayt as follows :—‘Yesterday morning we were alarmed here at a movement the Danish fleet was observed to make, being descried from hence under sail, and making towards our fleet, the wind at west, and though not fair for any, yet such as all the other fleets might make use of. The Swedish fleet lay with its sails loose, which looked at first as if they intended also to sail, but observing they were still at anchor, I went to Lieutenant General

Rheenskiöld, to know of him what they really intended to do, that our admiral might know what he had to depend on, and that I would immediately make all the haste I could to him, and be with him if possible before an engagement should begin. He told me that their admiral had the last night before sent the King the result of a council of flag-officers, who were unanimously of opinion, that three or four of the biggest Swedish ships had not water enough either in the channel before Copenhagen, or in that on this side, which they gave for the reason they had not sailed before, and were in doubt what to do. He assured me further that an express was sent to the admiral with positive orders, that he should sail with what ships he could and send the rest back to Carlsrona, and that a flag-officer should be sent to-day, to concert with Sir George Rooke about the circumstances of their junction. This was all I had to carry Sir George, but observing, as I travelled, that the Danish fleet was come again to an anchor not far from its former station, though about a league nearer our fleet than before, I was the less in pain.

‘When I came aboard Sir George Rooke, I found it was a movement he had made early in the morning, that had put the Danes in motion, who, when they saw him come to anchor, did so too; that his reason for removing his station was to draw the Dutch squadron quite within the Sound, which before they were not. Sir George Rooke told me that he found the Dutch admiral very much concerned that the Swedes had not made use of the fair wind they had had; and very terribly

alarmed me with the result of a council of flag-officers, namely, that if the Danes pressed upon our fleet, we should retire out of the Sound, and that Admiral Allemonde had desired him afterwards to call another council for this day, to deliberate whether it were not fit to return home. The dispositions of the Dutch troubled Sir George very much, and therefore by his advice I went on board the Dutch admiral to acquaint him what the Swedes intended, and to represent to him the ill consequences of such a hasty retreat, which I earnestly desired him to consider.' The account of these transactions is contained in Rooke's journal, pp. 61-64.

On July 1 Admiral Taube and Rear-Admiral Sparre were sent to Sir George Rooke to explain matters. On the same day Robinson waited on Count Wachtmeister on board the Swedish fleet, who told him, after representations had been made, that he had now positive orders to proceed through the channel on the Swedish side with as many of the ships as could safely pass it. On the next day Robinson was informed by Wachtmeister that they had decided at a conference the night before (1) that the biggest Swedish ships should be sent back, (2) that the junction of the two fleets should be deferred till Saturday, July 6, in the hope that a treaty might be arranged in the meantime, (3) that the English ships should be allowed to pass through the Falsterbo channel, and (4) that the manner of joining should be settled on July 6. When Charles XII. heard of this he was much concerned at the delay, and still more at the reason of it, supposing that no incident of a mediation, armistice, or anything else,

ought to retard the conjunction, in regard to the honour of the Kings of England and Sweden and of the States of Holland. He believed that the junction would assist the cause of a mediation. The King sent Ankerhielm, the Secretary of State, to Robinson, to beg him to go to the English fleet with Admirals Taube and Sparre, to persuade a speedy junction. About 6 P.M. Robinson found Sir George Rooke and Rear-Admiral Hopsonn very ready to comply with the King's proposition. But the Dutch were recalcitrant, and only agreed at last on the understanding that the Swedes should furnish an exact draught of the channel and soundings, and that they should pass the Flats and come to an anchor before Malmö, the Danes in that case not being able to resist them. On returning that evening they were informed that the Swedish fleet was under sail, and next morning they found it at anchor before Malmö, having passed the Flats with only one ship grounding. Four or five of the biggest Swedish ships had been left behind. The Danes remained in their previous station.

On July 4 Robinson went to Sir George Rooke. He found the English and Dutch fleets coming to anchor before Landscrona, the foremost of the English ships not four or five miles from the Danes. On July 7 the junction was effected, or rather, by Rooke's journal, at 10 P.M. the night before. The passage of the Swedish ships through Flinterenden, or the Flats, was only accomplished by the iron will and steadfast purpose of Charles XII. Its completion filled the Danes with astonishment and terror. The one ship that grounded had to be lightened

of all its armament, and was then in so dangerous a condition that it had to be sent back to Carlsrona. The united fleets now numbered sixty-one ships of the line. The Danes retired in the darkness of the night under the guns of their castle. They blockaded the entrance with old wrecks, and with booms, in order to prevent fireships and other dangerous vessels from approaching the town.

On July 10 (O.S.) Robinson writes that the wind not having been favourable, the combined fleets had advanced very little towards the Danes, who were still lying outside Copenhagen. On July 9 a portion of the English fleet approached the Danes (p. 75), and between 11 and 12 P.M. on the same night shooting was heard and bombs were seen to fly in the air. This was continued till after two in the morning, and was supposed to be an attempt to destroy some large flat-bottom boats which were placed before the Danish fleet, and were furnished with cannon for battery (Rooke, p. 78). The Danes were indeed in a bad position, because the guns of the castle could not be fired against the enemy's fleets without injuring their own ships of war.

On July 11 (O.S.) Rooke informed Robinson that the wind which had prevented the English ships from coming up with the Danes, had given them an opportunity to warp in their ships, and secure them from any attempt of the English small frigates and fireships by sinking several vessels, and laying stays and booms before them. However, he had thrown about 120 bombs and carcasses amongst them, but without the execution they expected. He

had set one of their ships on fire, but it was soon extinguished. On July 12 a council of war was held, at which it was determined that it was impracticable to make any attempt upon the Danes with fireships, and that it was better for the King to make a descent with land forces. Twelve Swedish ships were to be sent into the East Sea, and four or five Dutch to Gottenburg, to cover any transports that might be made from those parts. After this so strong a storm blew that all communications with the fleet were stopped, much to the disappointment of Charles XII.

The first bombardment having failed, Rooke attempted another on the south side. It was, however, probably not the design of the English admiral to do much damage to the Danish capital, but rather to inspire a feeling of terror, and to induce the King to make peace. Robinson writes that he had heard from Rooke that on July 15 (O.S.) a detachment of six Swedish and as many English and Dutch ships had been sent into the south channel before Copenhagen, with expectations of better success on that side. He adds: 'We cannot perceive the effect of it here, though every night they have thrown bombs more or less, and all this morning we have heard much shooting. The other detachment of two English and three Dutch ships is passed through the Sound; the former saluted the Castle of Cronenburg and had no return, but the latter were answered, which is conceived here to be only a trick, and designed to raise suspicions of the Dutch, as if they were better inclined towards the Danes.' In the meantime, Charles XII. was

making preparations for the landing in Seeland. Robinson writes on July 17 (O.S.): 'This morning Lieutenant-General Rheenskiöld went from hence to Ustedt to forward the transport from thence, which will consist of above 2,000 horse, and most probably will pass to Pomeran. Nevertheless a descent into Seeland is intended, and to-morrow 'tis expected the foot-guards, which are quartered near this place, together with 500 men of the garrison, will begin their march from hence to Landscrona. These with the land forces on board the Swedish fleet will make a body of near 5,000 men, and may with a good wind be over in two or three hours' time. What cavalry are to go with them I have not heard, but there is one regiment lies about Landscrona, and another very near, which will probably be employed in that service.'

On July $\frac{21}{31}$, we are told by Robinson that the ships continue in their former stations, and that Sir George Rooke does not think that anything of moment can be done by sea before a descent from Sweden has altered the position of things in Denmark. He also states that a messenger from Landscrona had brought news that the foot-guards and other forces had embarked and put to sea before he came away; that 2,000 horse are actually embarked at Ustedt, under the command of Lieutenant-General Wachtmeister, brother to the admiral, and governor of Calmar. 'These are to land in the Bay of Kjöge, so that, with additional troops from Landscrona, it is expected that there will speedily be 10,000 Swedes in Sealand.'

On Monday, $\frac{\text{July } 22}{\text{August } 2}$, Robinson, going to Land-

scrona, found that Charles XII. had been in person, from 5 A.M., seeing the foot-guards and a battalion of the garrison put on board, and that he continued to do so till midnight, without being from the place of embarkation above a quarter of an hour in all that time. 'Neither did he then stir from thence, but remained in the guard-house on the bridge till five next morning, and then went on board one of his own frigates, which, together with all the small frigates, yachts, fireships, &c., that were in the fleet, attended in the road to receive and transport the soldiers. At 7 A.M. they set sail, and by noon were got near the Danish shore, where they came to anchor.' Robinson and others were much concerned about the success of the enterprise, thinking it possible that the Swedes would lose so many soldiers in landing as to be seriously weakened. Besides, the weather was unfavourable. From four in the afternoon till midnight there was a continual rain, and then a violent gale of wind sprung up. This made Robinson and his friends think that nothing would be done, and that those of the soldiers who were transported in such fisher-boats would be in most imminent danger. However, on the following morning they received news that the landing had been effected without opposition and with the loss of only one man, and as Robinson travelled back from Landscrona to Malmö, he saw beacons on fire all along the coast of Seeland, and inferred that the descent had been happily concluded, and that the King was firmly established on the soil of his enemies. Robinson adds that on Monday night, while the King was embarking his troops, he had

the opportunity to wish his Majesty a good voyage and happy success.

We find included in Robinson's papers an account of the descent on Seeland, which is here printed in full. It should be remembered that the English and Swedes at this time both used the old style, with a day difference between them. Thus, what in Robinson is Monday, July 23, is in Rooke Monday, July 22.

'A short relation of the descent made by the Swedes upon Seeland in Denmark, July 25, 1700, 24th English style.

'The King of Sweden having resolved to make two descents upon Seeland, one in the Bay of Kjöge, the other on the side towards Elsinore, and the English and Dutch Admirals having consented to facilitate the same with their frigates and vessels, his Majesty on the 18th of July appointed Lieutenant-General Baron Rheenskiöld, Governor of Schonen, to have the command and direction of the descent in the Bay of Kjöge, and his Excellence the Admiral General Count Wachtmeister to have the command, and General Major Stuart the direction of that near Elsinore. But the wind not serving for the transport from Ustedt, that design was altered, the said descent near Kjöge was forborne, and only the other pursued. To this end a detachment of 19 great and small ships from the fleet was sent to Landscrona, and 100 fisher-boats were brought together there to carry over the soldiers and all requisites. On the 22nd the em-

barkment was hindered by stormy weather and deferred till the 23rd. On the 24th his Majesty with his troops set sail from Landscrona, and another detachment from the fleet, commanded by the Admiral Baron Ankarstiern, which was to sustain the descent, sailed from before Copenhagen and joined the transport vessels under the Island Ween with a favourable S.W. wind, which had it not suddenly changed, the descent might have been made that evening. That whole night the transports lay at anchor, and the next day (the 25th) plied in to the shore of Seeland, where in all places fit to land at, especially at the Brickill and Runstegekrog, were seen retrenchments and batteries and great numbers of people. Therefore General Major Stuart examined in the first place all the coast along, as privately as was possible, and when he had pitched upon the place where the descent was afterwards made, viz., near the windmill between Krogerup and Tibberup (about 4 English miles to the south of Elsinore), he afterwards caused all the other to be openly examined, and made the pilots sound the depths near the shore. By this means the Danes were misled, so that they drew away their troops from the true place, where the landing was to be made, and left their camp there quite empty. The Danes, who were sensible of their danger, had sent 12 of their small frigates close under the Seeland shore to ruin the transport vessels. This obliged the frigates that were to support the descent, to range themselves in order. But the English squadron that remained before Copenhagen charged those small frigates so suc-

cessfully that they were glad to return back. This alarm being over, the whole fleet ranged before Runstegekrog, which made it seem that the descent would be made there, and thereupon all the Danish troops (consisting of three squadrons of horse, a great number of foot, that could not be reckoned, because they were behind their retrenchments, hills, and woods) drew thither; which being observed, all the great ships, 8 in number, besides 4 frigates, and the bomb-vessels, made directly to the Windmill, and the sloops and boats that had the forces on board kept more to the larboard nearer the shore. The enemy finding themselves tricked, followed after, but had a great tour to make about the bay towards Nivaa, and so came so late that there was not so much as one man at the right place of landing when the ships came before it, but they gathered together by degrees behind a retrenchment and some stone walls.

‘The great ships being ranged to support the descent, the signal was given with eight guns, and then the boats came on and were ranged, the right wing by his Majesty himself, together with the Admiral General, and the General Majors Posse and Stuart, and the left by Lieutenant-General Rheenskiöld, in the order of battle, that General Major Stuart had drawn up by his Majesty’s command; and then they were showed to the several places where they were to attack, in pursuance of the discoveries that had been made, in such manner, that the first battalion of the Guards, commanded by Lieutenant-Colonel Palmquist, were to the right of all the rest, and were to attack the hill the

windmill stood on, the second battalion under Major Nummers was to the left of all, and had to attack in flank a retrenchment on a hill a little off the shore. The 3rd battalion under Captain Ehrensteen was on the right next within the first, and was to attack a hill, on which was a house. The fourth battalion was of Colonel Falsburgh's regiment from Malmö, under Lieutenant-Colonel Buckwalat, and was on the left within the 2d Battalion, being to attack another hill.

‘ Thus the first descent consisted of 4 battalions, each of which were so placed, that the Grenadiers went first in the smallest boats, followed by the Pallisades (*chevaux de frize*) carried by seamen, and then came a small party of musketeers, and after that those that were to second them, and then the gross of the battalion in boats furnished with some guns, and other boats with the field pieces were placed on the wings of the battalion, and lastly several boats with fascines, shovels, spades, and the like.

‘ All things being ranged in this order, the signal for the attack was given by a red flag hoisted up in the Admiral's ship.

‘ The Enemy had by this time had leisure to draw thither and man their lines, and while we were ranging gave us divers salutes both with their cannon and muskets; but they were so warmly plied from the ships, that both their horse and foot were forced to keep under shelter, and when the cavalry was now and then forced to appear in passing from one place to another, they were convoyed by so many cannon shot, that they were hardly to be seen for the earth

and dust that flew among them. Major Nummers got first out of the boats with his battalion, but before he was out of the water, was fain to charge the enemy's horse, that came against him on the shore, and they had made long resistance had not the Grenadiers charged them so bravely that they were forced to retreat up the hill behind their retrenchment; but thither also the Grenadiers followed them, broke in all the flank of the retrenchment, and made the horse fly, who yet rallied and came on again, but the seconds being by that time come up, they were again beat back as before, and the whole battalion being got ashore, they with admirable celerity formed themselves, marched, and took in their appointed post. The other battalions came by degrees ashore, and though the enemy fired at them from their retrenchments, both with cannon and muskets, none of them failed of taking in their several posts, but possessed themselves of their respective hills, and having repelled the enemy first, posted themselves there, and then advanced so far, that a camp for 8 battalions is formed behind them. The boats, as fast as they were emptied, were sent back to the men-of-war, and there took in the regiments of Upland and Calmar, commanded by Colonel Löve and Colonel Diurklo, which landed where the first battalions had done, and thence went and posted themselves on the hill. Immediately they began to work at the retrenchment, and the camp is already so well secured, that there is time enough given to wait the arrival of the cavalry, which is now shipping off. Upon our side very few are killed or wounded. Of the

officers only General Major Stuart received a shot on his left thigh, but the bullet hitting some things in his pocket, only made a great contusion. He received this shot as he was leading on 50 of Colonel Löve's Uplanders to raze on the enemy's retrenchments; of the said 50 soldiers, one was killed outright and five wounded. At this descent none had so good opportunity to show their courage as Major Nummers' battalion, especially his Grenadiers, but all, both high and low, behaved themselves very bravely, the description whereof is here omitted, because indeed no expression can be full enough to set forth the heroic courage of his Majesty alone, not only in overcoming so many difficulties of contrary winds and currents and other disappointments, but in his ranging and animating his troops with the conduct of an old general, and lastly his incomparable valour, having himself led on the first battalion of the right wing, without any other concern, save only that he was not in the left where there was most opposition.'

From the camp at Humlebek Charles XII. issued a letter to the inhabitants of Seeland, in which he promised security for their lives and property, and recommended them to remain quietly in their houses and to attend to their own business. If peasants were arrested and brought before him, he gave them a bright new dollar and said to them, 'Go home, my children, and look after your affairs, in God's name, for I have no cause to seek your destruction, but rather to establish peace. If you have anything to sell bring it here, you shall be paid ready money for it.' Many of them answered,

‘God bless your Majesty, you will not do us any harm, for we are the sons of your pious Ulrica.’ By this kind of cordiality and by strict discipline he won the hearts of the Seelanders, who streamed into the camp with provisions, so that it became a market more crowded than the capital itself. The citizens of Elsinore committed themselves to the protection of the King; nobles and distinguished citizens came into the camp to ask Charles to spare their buildings and churches. He said, ‘You will be treated according as you behave yourselves.’ The castle of Frederiksborg was occupied. The Swedish historians say that Charles certainly intended to bombard Copenhagen, as Charles Gustavus had done.

At last King Frederick was brought to reason by the impending danger. The negotiations for peace were continued, and Conrad Reventlow, the Chancellor, was sent to the capital to take such measures as necessity might impose. At the same time a French Huguenot, Charles Damas de Cormaillon, Major-General in the Danish service, was despatched to assist in the defence. Robinson writes to Mr. Blathwayt, who was with King William III. at Loo, on July 31: ‘The chief design, as far as I can inform myself, is to approach Copenhagen on one side, and thence endeavour to destroy the Danish fleet, to which end a train of 30 pieces of cannon and 24 mortars are making ready here, so that, if a speedy agreement do not intervene, the city of Copenhagen itself may perhaps be laid in ashes.’ This plan of bombardment was strongly opposed by William III. Rooke

also objected strongly to the confiscation of the Sound dues by Charles XII., so it was given up, and the officers appointed to collect it were removed.

The peace of Travendal, between the King of Denmark and the Duke of Holstein, was concluded on August $\frac{7}{18}$, 1700. The news reached Rooke on August $\frac{9}{20}$, and Robinson about the same time. The conditions were more favourable for Denmark than might have been expected. The old treaties were renewed, and the Duke received, besides the cost of the war, 260,000 thalers and the district of Bredstedt in pledge. This important treaty broke up the triple alliance against Charles XII. by forcing Denmark to retire from it. The difficulty now was to secure the safe retreat of Charles XII. without producing a conflict between the Danes and Swedes. For this purpose both Rooke and Robinson put forth their best endeavours. Robinson writes to Blathwayt from Helsingborg on August 14 as follows :—

‘ Since my last of the 10th the news of the Peace concluded between the King of Denmark and the Duke of Holstein has reached these parts, and put a stop to the preparations that were making on this side, to pass more troops and other requisites into Seeland, from whence these Ministers have advice, that the King, their master, being satisfied with the conditions agreed on, has already given orders that all hostilities shall cease, and is fully resolved to withdraw his troops from thence, in such manner as the Treaty prescribes, that is, so soon after the Exchange of the Ratifications as wind and weather will permit, and vessels necessary for such

a transport can be got together, and that this King has appointed some of his Ministers to concert matters with those of Denmark about contributions, the subsistence of his troops while they stay, and the facilitating of their return. These points will admit of debate, and possibly, if not wisely managed, may set them by the ears. The Swedes protest they take all possible care to send from hence all sorts of provisions, and in as great quantities as can be had. But hay, and some other necessaries, must either be furnished willingly by the Danes or be forced from them. The Danes on the other side will not in all appearance be forward to gratify the Swedes in these or any other points, but rather contrive to bring them under a necessity of doing such things as may seem to justify them (the Danes) in taking such advantages as the present circumstances offer. And it is to be feared they are already making preparations to that end. For Sir George Rooke writes me on the 12th, *that they were very busy getting their ships ready, and would be haling out into the road the next morning, and they desire nothing but that we may withdraw a little, and give them opportunity of beating the Swedes from their coasts*, which in truth they may very well be capable of doing, the Swedish fleet being, by the retreat of their great ships and several detachments, made much inferior to the Danes, besides, their two marine regiments are ashore, and I suppose a considerable number of their seamen sick.

‘ Things being in this state I have thought it my duty to represent to Sir George Rooke the necessity of carrying an even hand between both sides, and

6 have taken leave to observe to him that, supposing the Swedes willing to retire, we are, in my humble opinion, as much obliged to provide for their safe retreat as we were to help them thither, and the Guarands as much bound to stand by each other for what remains to be done in pursuance and for the conclusion of the guaranty, as they were during the course of it, that the honour of so generous an undertaking depends very much on the handsome ending it, and above all, unless we be so far a check upon both sides, that we bring them to part friends, all the interest England and Holland have had in the work, namely the settling of peace and tranquillity in the North, will be utterly lost, and a new flame arise, that will be of much more dangerous consequence, and more difficult to be quenched, than that between Denmark and Holstein. I have therefore presumed to wish and move, that as it has been resolved by our Admirals at a council of war, that they will separate from the Swedes and retire to the Island of Ween, and that they cannot act in conjunction with them, in case this King have any other pretensions against Denmark, so they would also on the other side declare, that they are still under obligations to procure the Swedes a safe retreat, and will not suffer them to be insulted in making it. By this means I verily hope these matters may come to a good conclusion, which on this foot we may very much forward, by pressing the Swedes to make dispatch. But otherwise it will look as if we assisted them at first to betray them in the end, and will not fail to be so understood.

‘I know not what to say of the sad news of the Duke of Gloucester’s death, but it may graciously please Almighty God to repair that great loss some other way.’

On August 19 Robinson was summoned to the Swedish camp in Seeland. The next morning Count Piper and Mr. Akerhieljm told him of the embarrassments they were in, and asked him to represent matters to Admirals Rooke and Allemonde. Robinson did so, and on his way called upon Admiral Count Wachtmeister, and found him full of the representation of some disasters, owning their fleet to be in as bad a condition as Robinson had stated it to be in. Rooke showed to Robinson the order which he had received from William III. (p. 106-7), which provided for this contingency. Robinson suggested that the best plan would be for the Swedes to leave seven or eight of their ships with the English fleet, and to retire with the rest. In that case the Danes would not pursue the retreating ships, and the ships which accompanied the English to Gottenburg might return in small detachments. At this time the Danish fleet, containing about twenty-seven or twenty-eight of their best ships, was lying in a line before the English, the foremost not half a league distant from Admiral Rooke’s vessel, with their regiments of marines on board, and everything seeming to presage an action. Sir George Rooke, however, thought that the Danes would not attempt anything unless attacked.

The next day Robinson found that all the Swedish infantry, with the exception of about two hundred men, had already passed over to Schonen, and that

of the horse two regiments had marched away to Elsinore, with the object of crossing to the Swedish coast.

By August 23 the whole retreat had been accomplished, and on the morning of that day the Danish commanders who had charge of assisting the transport, came to wait upon the King of Sweden at Helsingborg, who made one of them a present of 500 ducats, and the other of 200. The King himself had crossed in a small boat before his departure was known on the other side. The same day Charles XII. went to Christianstad with the object of embarking for Livonia. It can easily be understood that in this pressure of occupations Charles was not prepared to enter into any engagement with England about the Spanish succession.

On August 29, 1700, Robinson writes his last letter to Mr. Blathwayt, in the following words :—

‘I had the satisfaction this morning to see his Majesty’s squadron and that of the States pass homeward with a very good gale of wind, having seen the Swedish fleet on its way to Carlsrona yesterday ; the Danes in the meantime lying still before Copenhagen. And now the separation of the fleets being thus happily made, I am hasting from hence, and hope to push tomorrow towards Stockholm, so that I expect not to have occasion to trouble you with any of my letters till I get thither, unless the French ambassador press me to take Christianstad in my way, and that I there meet with anything worth your notice.’

The second part of Sir George Rooke’s journal is concerned with a totally different series of

events. King William is dead, Queen Anne is on the throne, and war against France has been openly declared. Although the operations described belong to the new reign, yet they had been prepared by the foresight of that great sovereign whose genius wove together the strands of the Grand Alliance. A strong fleet had gradually been collected at Spithead. But the view of King William as to the use which was to be made of it did not agree with those of the other allies. Prince Eugene of Savoy, the Imperial General, would have desired that the English fleet should support the operations in Italy with a view of securing Naples for the Emperor. In Germany it was desired that the fleet should make a diversion on the northern coasts of France or the Netherlands. William, however, preferred to make a serious attempt upon the French and Spanish possessions in the West Indies, and in preparation for that to gain possession of the important Spanish harbour of Cadiz. If Cadiz were in the hands of the English they would have a base of operations to prevent the spread of the French power in Spain. Its possession was the more important because Portugal was still under French domination and had not yet joined the Grand Alliance. After some discussion the plan was agreed to by Leopold I., who stipulated for the presence in the expedition of an imperial representative. A competent officer was found in the person of Prince George, Landgrave of Hesse-Darmstadt. He was now thirty-three years old and had served in many climes. Entering the army at the age of eighteen, he had taken part in the battle of Mohács, and afterwards in the

campaign of the Venetians against the Turks. He had fought in Ireland on the side of William III. against the supporters of James II. In 1695 he commanded a Spanish army in Catalonia, and by the gallant defence of Barcelona against the French in August 1697, prepared the way for the treaty of Ryswick. He was loaded with honours by the Spanish Court and was created Viceroy of Catalonia. He pressed the dying Charles II. to summon the Archduke Charles to Madrid with 12,000 men, and to nominate him as co-regent with himself. Charles, however, could not be persuaded to adopt so bold a course, and Prince George was removed from the capital. In 1699 he was appointed Imperial Field Marshal. After the death of Charles II. he was deprived of his viceroyalty by the French party, and returned to Vienna.

The geographical situation of Cadiz is a very remarkable one. North-west of Gibraltar there stretches into the Atlantic a small peninsula, itself directed to the north-west, separated from the mainland by several narrow watercourses which give it the form of an island. It is, indeed, called the Island of Leon. The bay which divides this peninsula from the mainland of Andalusia is divided into two parts, the outer Bay of Cadiz and in the inner Bay of Puntales, which is connected with the outer by a narrow watercourse called the Cañon de Puntales. Certain other canals connect the waters of this bay with the Atlantic, the Rio del Trocadero, the Rio de Suazo, and the Rio Santo Pedro. These channels form the islands of Trocadero and La Caraca in the inner harbour, and the whole of the island of Leon.

From the end of this peninsula stretches a long narrow strip of land, which protects the harbour like a mole, called the Playa di Santa Maria. On the north-western extremity of this strip lies Cadiz, protecting the outer harbour. It is separated from the mainland at Puerto San Maria by a bay 6,000 paces wide, and in this bay lie the islands of La Galera and Diamante. Cadiz was fortified, but not strongly. Some bastions in the neighbourhood of the town corresponded with Fort Santa Catalina opposite. The entrance to the inner harbour was defended by two forts, Fort Puntales or San Lorenzo on the side of the Playa di Santa Maria, and Fort Matagorda on the side of the peninsula of Trocadero. In the southern part of the Isle of Leon lay the town of Leon. The coast of the Andalusian mainland was composed of wooded hills, at the foot of which lay the little town of Rota.

The Governor of Andalusia and of the Island of Leon was at this time the Captain-General, Don Francisco del Castillo, Marquis of Villadarias; the commandant in Cadiz was Scipio Brancaccio. The garrison consisted of only three hundred men. By great exertions about five or six hundred cavalry and a few thousand armed peasants were brought together on the coast to resist the invading heretics. Villadarias sunk two ships in the harbour, blocked the inner harbour by a palisade, and summoned to his aid a French squadron of galleys under Captain Valbelle, and a Spanish squadron under Count Nuñez.

The allied fleet appeared before Cadiz on August $\frac{12}{23}$, 1702. Prince George of Darmstadt,

who was an ardent Catholic and very popular in Spain, did his best to secure the favour of the Spaniards and to defeat the French party by a well-considered proclamation. His efforts, however, were not seconded in this respect by the English commanders. The account of the campaigns of Prince Eugene, published officially by the Austrian General Staff, states (series 1, vol. iv. page 584) that when the best mode of attacking Cadiz was discussed in a council of war on board the Royal Sovereign, on August $\frac{14}{25}$, a certain General Quartermaster Smith (whose name does not appear in Rooke's diary) urged an attack upon the eastern side of the Island of Leon, which would imply landing in the Rio Santo Pedro, and that the Duke of Ormonde, inspired by Prince George of Darmstadt, preferred a landing on the western side of the Playa di Santa Maria, so as to cut Cadiz off from the mainland. It goes on to say that Ormonde's plan was outvoted by Rooke's friends, and it was resolved to attack the Bay of Cadiz with the fleet, to force the entry into the inner harbour, and, in order to make this easier, to land on the coast of Andalusia and attack Fort Matagorda by land. There is no trace of this dispute either in Rooke's journal or in the evidence before the House of Lords printed below (pp. 242, foll.). The English were evidently deceived by the reports of captured fishermen, who represented the garrison of Cadiz as ten times stronger than it really was. The Duke and Prince George of Denmark sent messages to Brancaccio and to Don Feliz Valasco, commander of the Spanish cavalry, to induce them to desert the cause of Philip V. Brancaccio returned a lengthy

answer, and Valasco forwarded the letter to Villadarias, and did not answer at all.

On the morning of August $\frac{14}{25}$ two of the allied ships sailed by Rota into the bay, and took up their position opposite Cadiz. In the evening the whole of the allied fleet appeared under sail, but only a portion entered the bay, the others keeping behind. The next morning the landing took place, Prince George being the first to set foot on Spanish soil. Fort Santa Catalina opened a vigorous fire, but the distance and the assistance of the English ships prevented it having much effect. Six thousand troops were speedily landed, with very little loss. They first marched in the direction of Puerto Santa Maria, but then altered their minds and went to Rota. This was occupied on the following day, the governor declaring for Austria. The next objects of attack were Fort Santa Catalina and the little town of Puerto Santa Maria. Whilst the fleet was bombarding Santa Catalina the allied forces marched against Puerto Santa Maria, which was provided with large warehouses, and was the country residence of rich Cadiz merchants. The Marquis de Villadarias was himself in the town when it was summoned to surrender. Some say that the garrison consisted of about 120 men, probably the general staff of Villadarias; others say that the only troops present were a detachment of Spanish infantry who were casually passing on their way from Xeres to Cadiz when Colonel Stanhope marched in with the English vanguard. A lively skirmish took place in the streets of the town, but the Spaniards had eventually to surrender. The troops first regaled themselves in the Spanish wine-

shops, and then gave themselves up to unrestrained plunder. The churches were looted, and the most sacred objects were treated with contemptuous contumely. From that day all hope of reclaiming Cadiz for the house of Austria was at an end, and the effects of this ignorant and brutal sacrilege spread far beyond the limits of that portion of the kingdom. On ^{August 22}_{September 2} Fort Catalina fell, as Rooke says, 'there being only thirty men in it, the Governor and soldiers having fled in the night.' The fall of Santa Catalina made it possible to enter the Bay of Cadiz, and Sir Stafford Fairborne entered it with sixteen line-of-battle ships and a certain number of frigates. Forts Matagorda and Puntales were still able to protect the entrance into the inner harbour. A new plan was now adopted, to march into the Island of Leon from the south-east. It would be necessary to cross by the Bridge of Suazo, or, if that were broken down, to sail up the river of San Pedro and construct a new one. At the same time General Sparre was to attack Fort Matagorda with 4,000 men. An assault upon the town which protected the inner harbour also proved a failure. The Spanish garrison was increased every day by new troops, and the position of the allies in the hot and unhealthy marshes became every day worse. At length, on September ⁵₁₆, at a council of war held on board the Royal Sovereign, the retreat was decided upon. Prince George of Hesse protested in vain. There could not have been a more disastrous and humiliating failure.

Sparre gave up the attempt on Matagorda the same evening. The allied troops burnt Puerto

Reale, and evacuated the peninsula of the Trocadero, retiring into Puerto Santa Maria, from whence the embarkment was to take place. The embarkment lasted from September $\frac{11}{22}$ to September $\frac{16}{27}$. The army retreated on September $\frac{13}{24}$ along the coast from Puerto Santa Maria to Rota, harassed by Villadarias.

The fleet sailed away on September $\frac{18}{9}$, not only with tarnished honour, but with the entire failure of an undertaking from which so much was expected. Six transports conveyed four regiments to the West Indies, accompanied by six men-of-war, while the main body of the fleet sailed for Cape Saint Vincent. There was some idea that the honour of the expedition could be saved by intercepting the great Plate fleet which was expected every day at Cadiz. The news of the fleet being at Vigo reached Sir George Rooke on October $\frac{6}{17}$, by means of a message sent from Count Waldstein, Imperial Ambassador at Lisbon, to Prince George of Hesse. A council of war held next morning determined to sail at once for Vigo. The wind fell as they neared the bay, and Rooke sent some boats in to obtain intelligence. Their report was delivered on October $\frac{10}{11}$, and between ten and eleven o'clock next morning the allied fleet was anchored almost to the chains which the enemy had placed before their ships. The French admiral, Count Château-Renaud, who had charge of the convoy, had met the silver fleet on its way from the West Indies, having himself twenty-one ships of the line, three frigates, and one schooner. The plate should properly have been unladen at Cadiz, but the French,

hearing that Cadiz was attacked, requested at first that the treasure should be conveyed to a French port. This the Spaniards thought derogatory to their dignity, and determined to sail into the Bay of Vigo. Prince Barbançon, the Viceroy of Galicia, himself protested against this course, because he knew that Rooke was planning to attack the fleet on the way home. Château-Renaud renewed his arguments, but Spanish pride and obstinacy were invincible. The fleet had reached Vigo on September $\frac{11}{2}$, almost at the very day that the allied fleet was determining to retreat from Cadiz. Château-Renaud's fleet now consisted of fifteen ships of the line, two frigates, and a schooner; the Spanish fleet, commanded by Don Manuel de Velasco, contained three men-of-war, three large merchant ships, and seventeen galleons laden with silver.

There would have been plenty of time to have landed all the silver at Vigo and to have sailed away again before the arrival of the English, but the Minister of Commerce at Cadiz protested against this being done, because they had a legal right to a tax on all goods coming from the West Indies. By these means a whole month was wasted. The unlading of the gold and silver began on October $\frac{9}{20}$, but nothing had been determined as to the remaining property. The allied fleet appeared before the operations of unlading were completed. As at Cadiz, there was also an inner and an outer harbour, marked by a comparatively narrow passage, defended by two forts, the North Fort and Fort Rande. Between these two forts Château-Renaud had constructed a strong boom, made of beams and masts

resting on floating barrels. He surrendered the outer harbour, and placed his own ships together with the galleons inside the boom. The plan was for the English ships to force the passage into the inner harbour, and for Ormonde with 4,000 men to neglect Vigo itself and attack the Fort of Rande.

The date of this momentous battle was October $\frac{12}{23}$, 1702. The boats were filled with English troops under the command of the Duke of Ormonde, General Churchill and Lord Shannon. They started from the anchorage near the Island of Bayona, and landed half way between the Hermitage and Fort Rande, close by the modern Punta de Alameita and Taberna. Shannon's grenadiers were the first to land; they engaged with Spanish irregulars and French sailors, and drove them either into Rande or into the mountains. A coast battery was taken in the rear, and a few hundred men were made prisoners, after their French officers had been killed or wounded. The pursuit of the flying soldiers was kept up by the grenadiers and by Churchill's infantry.

In the meantime, Château-Renaud had prepared to meet the enemy. He had drawn up his ships in two lines, in a crescent formation, the extremities supported by the stockade. Fourteen ships formed the first line and five the second. The admiral's flag was hoisted in Le Fort. The three merchant ships, the seventeen galleons, and the three Spanish vessels were behind the second line. The unloading of the silver went on uninterruptedly during the battle. Long lines of mules carried the bullion to Santiago di Compostella, but their burden

frequently fell into the hands of bandits. The allied fleet advanced in three divisions. A breeze enabled them to enter the bay, but the wind afterwards fell and they had to anchor in sight of the enemy. About midday the wind began to blow again, and at two in the afternoon they were able to proceed. The English were on the right, the Dutch on the left. Hopsonn on the Torbay and Van der Goes on the Dordrecht led the first division. They raced together for the post of honour, and Hopsonn won. Amidst a storm of cannon balls the Torbay clashed with great violence against the stockade, broke her way through it, and firing full broadsides sailed into the centre of the French fleet. Van der Goes was entangled for a moment in the boom, but with great efforts cut himself loose. The Dordrecht sailed in accompanied by the Seven Provinces and the Veluwe. Unfortunately the Torbay was set fire to and damaged by a French fire-ship, *Le Favori*. One by one the other ships sailed in and opened fire. Fort Rande was attacked by the broadsides of the allied fleets, as well as by Shannon, and at about half past two the English flag floated on its walls. The Duke of Ormonde pressed on to Redondella, with a view to intercepting the treasure. Soon the Admiral's ship caught fire and the battle was irretrievably lost. After many French ships had been captured Château-Renaud landed close to Redondella, and made his way to Santiago di Compostella, leaving orders that his ships should be destroyed rather than fall into the hands of the enemy, and that the crews should if possible escape to shore. This, however, could not be carried out.

After two hours' engagement a complete victory had been gained ; the Franco-Spanish fleet was entirely annihilated ; not a ship escaped. Rooke gives an account of what happened to each vessel, on page 233 of the diary. The French and Spaniards were reckoned to have lost 2,000 men killed and wounded. The allies lost, on land, two officers and thirty men ; on the ships, there were 300 dead and 500 wounded.

Thus the disgraceful disaster of Cadiz was redeemed by a glorious victory, which was very largely the result of accident. When the English had sailed away, Barbançon and Château-Renaud were able to assemble in the field of action about 3,000 infantry, 500 cavalry, and a certain number of artillery. Vigo remained in the hands of the Spaniards. It was supposed for a long time that silver ingots of great value were buried in the waters of the bay, and several expeditions were formed from time to time to recover them. The present writer once visited an expedition of this kind commanded by the Comte de FitzJames, and directed by an engineer of repute named Bazin. He was received with great hospitality, and the *pâté de foie gras*, which was a parting gift, formed the staple food of his friends and himself for some days after, in the barren mountains of Galicia. He still preserves a lump of logwood which was recovered from a sunken galleon, but little of greater value was discovered, and it is not likely that any succeeding century will expect to find an Eldorado in the blue waters of the Bay of Vigo.

CHARTS



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JOURNAL

OF

ADMIRAL SIR GEORGE ROOKE

Instructions for our trusty and well-beloved Sir George Rooke, Knight, Admiral and Commander-in-chief of our fleet, designed for the Baltic. Given at our court at Hampton Court the ninth day of May, 1700, in the twelfth year of our reign.

WILLIAM R.,

Whereas a treaty was made in June 1689 at Altona¹ for composing differences, that had continued for some time before, between the late King of Denmark and the Duke of Holstein, a copy whereof is herewith delivered you. That agreement was of so general an importance as the affairs of Christendom then stood, whereby not only the peace was preserved in the North, and the freedom of navigation and commerce into those seas was secured, but other great advantages were derived

¹ *Altona.* The Treaty of Altona, signed June $\frac{20}{30}$, 1689, was one of the stages in the interminable Sleswig-Holstein question, an account of which is given in the introduction. The treaty was guaranteed by Great Britain, the States-General, and the Emperor. Sweden acted as mediator.

from thence for the support of the war against France. We were satisfied we could not do anything more beneficial to the public than the promoting of that treaty, and joining with other princes and States to undertake the guaranty thereof, which we entered into accordingly, obliging ourselves, as much as in us lies, to see the same kept inviolable, or in case it were broke, to use our best endeavours to reduce matters to their former state. And controversies arising some years after concerning the meaning of some articles of that convention, and a treaty for the explanation thereof being appointed at Pinneberg¹ near Hamburg, we sent thither James Cressett, Esq., our Envoy Extraordinary, with full power and instructions to treat, agree, and conclude all such matters as might tend to the friendly composing of those disputes, and the preserving peace in the North, which negotiation not meeting with the success we wished and expected, but proceeding slowly for a good while, was at length discontinued on the occasion of the Duke of Holstein's rebuilding² certain forts in his territories which had formerly been demolished by the Danes, and his bringing into his country some Swedish troops for their defence. Notwithstanding which, in order to prevent a rupture, a project was offered in October last by our Minister at Copenhagen, with the concurrence of the Ministers of the Elector of Brandenburg and the States-General of the United Provinces, for reassuming the Treaty of Pinneberg within a short term, the Swedish forces retiring out

¹ *Pinneberg*, in Holstein. The congress was opened on August 24, 1696.

² *Rebuilding*. The resistance of the Duke of Holstein-Gottorp was encouraged by the accession of Charles XII. to the throne of Sweden on April 5, 1697. Charles was a great friend of the Duke's, and married his sister in 1698.

of Holstein, and the working at the fortification ceasing, and all things continuing as they then were without any innovation or proceeding to the acts of hostility on either side, which project proved ineffectual, the Danes insisting upon the retreat of the Swedes and demolition of the forts as preliminaries to the renewing the Treaty of Pinneberg. The Swedes at that time transporting troops into Pomerania, and they as well as the Danes having a fleet at sea, things seemed to hasten to a speedy rupture, yet our Ministers at Hamburg and Copenhagen, by our repeated orders, still continued their endeavours, together with those of the other guarands and mediators, to prevent an actual war, and in December last the mediators proposed the renewing immediately the Treaty of Pinneberg, that the further working upon the forts should cease, and the Swedish forces march out of Holstein, that the King of Denmark should declare he would not attempt anything against the forts during the conferences which were to be limited to a certain time, that neither side should invade the other, and which of them should reject these conditions should be looked upon as the aggressor, and the party assaulted might have recourse to the guarands of the said Treaty of Altona. And there was then hopes that those proposals would have taken place, but all our endeavours for an accommodation having been ineffectual, the Danes having seized a great part of the Duchy of Holstein, and not only demolished the forts they were offended at, but have attacked other places which there was no question about. We have judged it necessary for performing our part of the guaranty aforesaid, and for preserving tranquillity in the North, to send a fleet under your command and conduct into the Sound and Baltic Sea, in conjunction with the States-General

who are equally concerned in the guaranty of the Treaty of Altona, and have fitted out a squadron for the support of the same.

You are, therefore, on the receipt of these our instructions, and other papers relating to them, to repair to our fleet prepared for this expedition, a list whereof is hereunto annexed. And you shall, with the first opportunity of wind and weather, set sail with the said ships to the rendezvous at the Texel, where you are to join with a squadron of ships fitted out by the States-General, under the command of Lieutenant-Admiral Allemonde, to whom you are to communicate these our instructions, and to act in concert with him during his expedition; and while you continue together you are to observe the same regulations that were in practice during the late war, while the English and Dutch fleets acted together.

You are to sail with our squadron, in conjunction with the Dutch, to the mouth of the Sound, or to Gottenburg, as shall be thought most advisable, and you are to let the Danes understand, as occasion offers, that we had no other intention in sending you thither but to contribute all we could towards the restoring peace and tranquillity in those parts, and for making good the engagements we were under to maintain the Treaty of Altona, that each of the parties concerned in that treaty might quietly enjoy what was so solemnly settled and agreed on between them.

Before you attempt to pass the Sound you are to get the best information you can, as well in relation to the Swedes as the Danish fleet, both as to their strength and number, and in what places they are.

You shall with the first opportunity give notice to the Swedish Admiral of your arrival, with an intention to join him as soon as possible; and you are to

concert with him in what manner it may be done most conveniently.

For the removing any dispute that may arise between you and the Swedish Admiral about the chief command and precedence, we have given directions to Dr. Robinson,¹ our Resident at Stockholm, so to adjust this matter with that court as the honour of our flag may not suffer any diminution ; and if the Swedes make a difficulty of being commanded by you, considering it is in their seas, and that they have the greatest number of ships, we have ordered our said Resident to propose that our ships and the Dutch should continue together and form one body, and the Swedes should likewise keep themselves apart, and yet that they may be mutually assisting one to the other. And for the conveniency of the flag officers meeting and consulting together, that it may be on board one of the Dutch ships of the States-General, without giving preference one to the other, or otherwise that the Swedes would send a strong squadron with a vice-admiral to join you, with whom there would be no question about command ; or that it be considered whether the Swedes would choose rather to lend their fleet to the Duke of Holstein, that he should have the chief command thereof, and he being the principal in this quarrel, England and Holland would only assist as auxiliaries. Or in case the Swedes lent the Duke of Holstein only part of their fleet, which he was to command in person, and placed a vice-admiral over the remaining part, which should likewise join with England and Holland as auxiliaries to the Duke of Holstein,

¹ *Dr. Robinson*, afterwards Bishop of Bristol. He was employed later on in Poland, and was one of the negotiators of the Treaty of Utrecht. He was the last, or nearly so, of ecclesiastical diplomats.

we are willing that this difference, if it be started, may be accommodated any of these ways. And in case it be not settled by our said Resident, or that you do not hear from him in time, we leave it to you to use your own judgment in making such an adjustment in this behalf as you shall think most advisable and practicable.

If you find that the Danes are resolved to oppose your passage into the Sound, and that they have a superior strength in a readiness for that purpose, it will be fit that you continue in your station at the mouth of the Sound till the Swedish fleet comes through the Great Belt to join you, which they will have an opportunity for doing while the Danish fleet lies in the narrow part of the Sound to observe your motions.

If the Danish fleet retire before Copenhagen, you may then pass the Sound in order to join with the Swedes.

If you pass the Sound without opposition you are to salute the Castles in the usual manner, being assured that you shall receive gun for gun, or otherwise you will pass on the Swedish side of the Sound, and in case they fire upon you from the Danish Castles, you will, however, proceed.

You are to hold a constant correspondence with Alexander Stanhope, Esq., our Envoy Extraordinary at the Hague; Dr. John Robinson, our Resident at Stockholm; Hugh Gregg, Esq., our Secretary at Copenhagen; and James Cressett, Esq., our Envoy Extraordinary to the House of Lunenburg, residing at Hamburg, to whom we have likewise sent credentials appointing him to be our Envoy Extraordinary to the King of Denmark, in case that King came in person to Holstein.

We have directed our said Ministers to send you full and frequent advices of whatever passes that

may be fit for you to know, and we have directed them to consider how their letters may be most speedily and safely conveyed to you, and how your answers may be returned to them ; that they propose the same to you, and if you approve of these methods, that your corresponding be carried on accordingly.

We have particularly commanded our said Ministers to give you an account what effect a declaration shall have, that we, the King of Sweden, and the States-General, have resolved should be made to the King of Denmark by our respective Ministers, either at Copenhagen or in Holstein, to the purport following, viz. :—

That a representation be made of the substance of the Treaty of Altona, whereof we are severally guarantees, as also of the violations that have been made by the Danes, notwithstanding the several offices and endeavours of the guarantees for a redress, which having proved ineffectual hitherto, out of the great desire we have to continue peace if it be possible, we now repeat again the same instances, and desire that the King of Denmark will immediately order a stop to be put to all hostilities against the Duke of Holstein-Gottorp, and countermand any orders he may have given to the contrary ; and that he will command all his troops to retire out of the said Duke's country as soon as is possible, fixing a certain time for it ; and as to the satisfaction for the damages which the Duke has sustained, that it be referred to commissioners, to meet within a limited time, to adjust it. That if the King of Denmark shall please to give them his royal word for the performance of all this, we esteem it so sacred that we will rely thereon, and desist from any further pretensions ; that otherwise we shall think ourselves under indispensable obligations to

make good our guaranty, which as it will be much against our inclinations, so we are desirous it may be done with as little disturbance to the world as is possible, and therefore offer for ourselves that, notwithstanding whatever may happen in consequence of this matter, the freedom of commerce in the Baltic may continue open and uninterrupted among all the parties concerned, as it has been hitherto, if the King of Denmark shall think fit to allow the same on his part.

If the answer of the King of Denmark be satisfactory, you are then to desist from any action ; but if there be no answer returned, or that it prove an illusory one, you are then to proceed to execute what shall be thought necessary for making good our guaranty.

Whereas two things are designed by the Swedes to bring the Danes to terms of accommodation, one whereof is the transporting a good body of troops from Gottenburg (where we are informed the King of Sweden will have a camp of near 20,000 men) into Jutland, where they may live at discretion fifteen or twenty days before any Danish forces can come to them ; and the other is the transporting of troops into the Island of Fünen,¹ where they may make a descent without opposition, and maintain themselves as long as they please ; you are, in conjunction with the Swedes, to give all assistance to the said transportation, as also to the carrying back the said troops as there shall be occasion. And you shall likewise do your utmost to prevent the Danes from carrying their troops from one island, or place, to another, and where you meet with opposition you shall use the force that is in your hands to withstand it.

And in regard many things may happen that are

¹ *Fünen.* MS. Fennham.

not to be foreseen or provided for, and the advantageous opportunities may be lost if particular orders were to be expected upon all emergencies, we think fit to leave you a latitude in such cases as shall be thought advisable by a council of flag-officers—English, Swedish, and Dutch—due regard being had to keep within the bounds of what is principally desired, which is to restore peace and tranquillity in those parts, and that the Duke of Holstein may have his rights reserved to him, as they were settled by the Treaty of Altona.

To that end you are to correspond with the generals of the Swedish land forces, and with the Admiralty, which we are informed is at Carelscoone. You are to concert affairs with them; and upon the advices and intelligences you shall receive from them and from other parts, you are to act as shall be agreed at the said council of flag-officers as may be most conducive to the ends above mentioned.

You are to have a particular regard to the security of our subjects trading into the Baltic, and take all possible care that their ships go thither and return without any let or disturbance.

You shall inform yourself what conveniency there is in the ports of Sweden either for refitting the ships under your command or supplying them with provisions or what else they may stand in need of, and transmit to us an account thereof.

In case you should happen to be disabled by sickness or otherwise to perform this service, the Rear Admiral of the Fleet is hereby empowered to execute these instructions till further order.

You shall give us a constant account of your proceedings by the hands of one of our principal Secretaries of State, and shall observe such further directions and instructions as you shall from time to time receive from us, either as to your acting there

or to your return with the fleet, as the season of the year or other conditions of affairs shall require it.

W. R.

A List of the Ships designed for the Baltic.

Rates	Ships
3	Shrewsbury
	Eagle
	Nassau
4	Carlisle
	Salisbury
	Severn
	Crown
	Worcestershire
	Hampshire
	Portland
5	Lowestoft
6	Queenborough
Fireships	Vesuvius
	Vulture
	Carcass (bomb)
6	Mary (yacht)

W. R.

Copy of a Declaration intended to be delivered to the King of Denmark by the King's Ministers at Copenhagen as it was drawn up and agreed to at the Hague, May 17, 1700.

Le Roi de la Grande-Bretagne, mon maître, m'a ordonné de représenter à Votre Majesté que n'ayant eu de tout temps d'autre vue ni dessein que la conservation de la paix et du repos dans le Nord, en a fait connaître ses sentiments à Votre Majesté en toutes les occasions, particulièrement depuis que Sa Majesté a pu remarquer que la négociation de différends entre Votre Majesté et son Altesse le Duc de Holstein-Gottorp n'avait pas le succès qu'on s'en devait promettre. C'est pourquoi Sa Majesté, en appréhendant les suites fâcheuses, pour les pré

venir, avait fait insinuer à Votre Majesté, avec tous les égards possibles, que l'obligation de la Garantie du Traité d'Altona, où elle se trouvait engagée, regardait le maintien du dit Traité ; et, comme le cas de cette Garantie existe incontestablement pour le présent, Sa Majesté se trouve obligée, quoi qu'avec répugnance et beaucoup de regret, de la mettre en exécution, et pour cette fin elle a envoyé un escadre de vaisseaux de guerre dans la Mer Baltique, en intention pourtant de continuer avec Votre Majesté, nonobstant la dite Garantie, une bonne amitié et correspondance, et de conserver réciproquement la sûreté et liberté du commerce. Cependant Votre Majesté peut être persuadée que le Roi mon Maître n'a rien plus à cœur que le rétablissement de la paix et de la tranquillité dans ces quartiers, et que pour cet effet Sa Majesté souhaiterait fort que Votre Majesté trouvât bon de faire aussitôt retirer ses troupes des pays du Duc de Holstein, et de les laisser entrer en possession de tous ses pays, villes et places sans aucune réserve ni opposition, et à même temps de vouloir bien faire réassumer la négociation qui est interrompue pour terminer promptement tous les différends entre Votre Majesté et le Duc de Holstein, comme aussi ceux qui pourront être mis sur le tapis par le Duc au sujet de la dite restitution dans ses États, et de la satisfaction des pertes et dommages qu'il a souffert. S'il agréait à Votre Majesté d'en donner aussitôt une déclaration et faire cesser toute sorte d'hostilité, en tel cas les ordres qui sont donnés au commandant de l'escadre pour mettre la susdite Garantie en exécution seront incessamment révoqués.

*Lijste van syn Koninglijke Majes^{ts} Vloot ende Montering
derselve int Jaer.*

Schippen	Canon- nen	Schepen	Stucken
Christianus Quintus .	100	De Arend . . .	20
Danebrog . . .	94	De Memire . . .	20
Oliphant . . .	84	De Swermer . . .	16
Prins Frederick . .	84	De Phoenix . . .	12
Drie Croonen . . .	84	Frielle Elsje . . .	16
Mars	80	St Johannes . . .	16
Louise	78	Windhond	12
Prins Christian . .	76	Vligende Aep . . .	12
Sophia Hedewig . .	76	De Waert end vogele .	12
Drie Leeuwen . . .	78	De Haestige bode . .	12
Noorske Leeuwe . .	82	De Makreele	8
Chur Prins	74	De Fligende Vis . .	8
Mercurius	74	Heckla	25
Prins George	70	De Postilion	16
Charlotte Amalia .	60	Bombardier Pram . .	8
Anna Sophia	60	Jacob	8
Christianus Quartus .	56	Grauwe Kat	8
Fredericus 3 ^{tius} . . .	56	Witte fortuijne . . .	8
Prins Carel	54	de Seven Sterren . .	8
Prins Willem	54	De Eeuwigheijt . . .	8
Oldenburg	52	De Koes	8
Netelblad	52	De Hoope	6
Swaert vis	52	Helena	6
Tomlernn	52	De Raven	6
Guldenlew	56	De Stockvis	6
Sleswick	50		
Lindworme	50		285
De Swaen	60		2,276
De Draeck	64		
Delmenhorst	48		2,561
Neptunus	44		
Engel	50	24-pounders	198
Zeehind	40	18 „	400
Witte Valcke	26	14 „	114
De Vos	26	12 „	478
De Reijger	24	8 „	280
Konings Jagt	24	6 „	346
Jagt d'Oliphant . .	16	4 „	333
Packan	16	3 „	200
		2 „	78
	2,276	1 „	102
		$\frac{1}{2}$ „	32
		Stucken	2,561

Flotte de Sa Majesté de Suède, l'ann 1699.

		Matelots	Soldats	Canons
Premier Rang	Le Roi Charles	700	150	108
	L'Unité	550	100	94
	La Reine Heidewig Eleonora .	500	100	90
	La Reine Ulrica Eleonora .	500	100	80
	Le Prince Charles	500	100	80
Second Rang	La Princesse Hedewig Sophia	400	100	80
	La Princesse Ulrica	400	80	80
	La Suede	450	70	82
	La Gothie	370	50	76
	La Vandalie	370	50	80
	La Småland	350	50	70
	Stockholme	370	50	70
	Carlsrone	370	50	70
	La Victoire	370	50	70
	Bleking	350	50	68
Troisième Rang	Wrangel	350	50	70
	Finland	300	50	64
	Båhuus	300	50	74
	Upland	350	50	74
	Le Hercule	270	50	62
	Westmanland	270	50	62
	La Scanie	270	50	64
	Frederica Amalia	270	50	64
Quatrième Rang	La Sudermanie	250	40	56
	La Pomeranie	250	40	56
	Oeland	250	40	56
	Halland	250	40	56
	Estland	250	40	56
	La Livonie	250	40	56
	Gottland	250	40	56
	Ösel	250	40	56
	Wachtmeister	250	40	56
	Wismar	180	30	46
	Stettin	180	30	46
	Calmar	210	40	46
	Norköping	210	40	46
	Halmstadt	210	40	46
	Gottenburg	210	40	50
		12,380	2,130	2,512
Cinquième Rang	Wrede	210	40	52
	Ryga	150	20	32
	Stralsund	150	20	32
	Steinbock	160	30	36
	Fredericus	160	30	36
	Warberg	160	30	36
	La Nouvelle Rose	160	30	36
Sixième Rang	Le Faucon	100	20	26
	Marstrand	100	20	26
	Fama	40	6	16

		Matelots	Soldats	Canons	
Rates.	No.				
	1	Neptune	40	6	16
	2	Le Chasseur	40	6	16
	3		1,260	218	308
	4		12,380	2,130	2,512
	5	De plus	13,640	2,348	2,820
	6	Le Levrier	16		
	7	9 Brulôts	360		
	8	3 Yachts	90		
	9	2 Galleots à bombes	32		
	10	3 Galleots ordinaires	32		
	11	9 Vaisseaux d'ammunitions, de provisions et pour les malades	360		
	12	reste pour garder le porte et pour le travail necessaire .	500		
	13		15,030		
	14	Soldats	2,348		
	15	Officiers et subalternes . . .	1,419		
	16	Garçons	200		
			18,997		

Réponse à faire sur la Proposition des Ministres d'Angleterre et d'Hollande.

Que l'on avait fait un dû rapport à Sa Majesté de ce qu'ils avaient proposé, que les sentiments de Sa Majesté de la Grande-Bretagne et de Les Hautes Puissances pour la conservation de la paix et du repos dans le Nord étaient conformes à la vue et aux desseins que Sa Majesté avait, que les Actes du Traité de Pinneberg feraient voir que Sa Majesté n'y s'était jamais éloigné, et que les brouilleries présentes n'étaient survenues que par les démarches de fait, et les innovations et attentats de son Altesse le Duc de Holstein-Gottorp, directement contraires aux unions et pactes de famille, aussi bien qu'aux constitutions de l'Empire, que pour conséquent les puissances qui se croient chargées de la Garantie du Traité d'Altona, dans lequel les dites unions et

pactes de famille ont été expressément confirmés, étaient obligés de la faire bonne plutôt à Sa Majesté qu'à Monsieur le Duc, qui se trouvait incontestablement dans le cas d'agression, que Sa Majesté réclamait aussi la dite Garantie et ne doutait pas que Sa Majesté Britannique et les États Généraux n'auraient envoyé pour autre fin leurs escadres de vaisseaux vers la Baltique, d'autant plus que Sa Majesté Britannique avait promis au feu Roi de glorieuse mémoire qu'il contraindrait Monsieur le Duc à ne plus rien innover pendant le cours du Traité de Pinneberg, que pour réassumer cette Négociation il était à Monsieur le Duc de faire le premier pas, puisque c'était lui qui l'avait interrompue. Que néanmoins Sa Majesté, pour faire voir à toute la terre son désir sincère pour le rétablissement de la tranquillité publique, aurait bien voulu sur les instances de Monsieur l'Ambassadeur de France, et sur l'offre fait en même temps au Ministre de Sa Majesté à Paris de la médiation formelle de la France, faire déclarer au dit Ambassadeur d'être prêt d'entrer dès à présent en Négociation, et même pour en faciliter d'autant plus le succès et la conclusion de convenir d'une suspension d'armes, si la partie contraire y était pareillement portée, mettant toutefois pour fondement et supposant que les troupes de Suède et de Lunenburg, qui avait fait une interruption dans ces Duchés et commis toute sorte d'hostilité, s'en retirassent incessamment. Que Sa Majesté attendait à tous moments le retour du dit Ambassadeur ou une lettre de sa part avec la résolution du parti contraire, et que si puis après Messieurs les Ministres d'Angleterre et d'Hollande avaient encore quelque chose à représenter, qu'on ne laisserait pas de s'entendre avec eux plus amplement là-dessus, qu'au reste Sa Majesté aurait été bien aise de les pouvoir admettre à l'Audience pour

leur marquer elle-même la considération qu'il faisait de l'amitié de Sa Majesté Britannique, et de celle de Messieurs les États Généraux, et du plaisir qu'il faisait de cultiver au possible, comme aussi pour assurer Messieurs les Ministres de sa bienveillance royale.

SHREWSBURY, 1700.

April 18, 1700.—The Honourable Sir George Rooke, Knt., had a commission to be Admiral and Commander-in-chief of his Majesty's fleet, &c., pursuant to his Majesty's commands to him of the 10th instant to prepare to go to the Baltic.

NOTE.—The 13th instant he appointed me his Secretary and gave me directions to prepare for this voyage.

Tuesday, April 30.—Wind at SE. About five attended the Admiral from Tower wharf to the Mary yacht, but the wind being all easterly, he took the barge and got to Milton¹ about six in the evening, and came that night to St. Lawrence.² Crown ordered to the Downs³ from Sheerness.

Wednesday, May 1.—E to SSW. About noon came on board the Shrewsbury in the Downs, where he was saluted by all the ships, forts, &c., and found the Shrewsbury, Nassau, Eagle, Salisbury, Fowey, and Vesuvius and Vulture fireships, Carcass, bomb, and Greenfish storeship.

Thursday, May 2.—Wind at NE. The Mary yacht arrived this morning from London. Wrote to the Admiralty the condition of the ships here, to the Navy Board to hasten down stores, and to the Victualling to hasten down provisions to keep the

¹ *Milton.* Milton-next-Gravesend. It was incorporated with Gravesend by charter in the tenth year of Queen Elizabeth.

² *St. Lawrence.* This village is one mile from Ramsgate and five from Margate. Ramsgate was separated from it in 1826.

³ *The Downs.* The limits of the Downs as a roadstead are the North and South Foreland.

ships intended for the Baltic to a proportion of four months; and a fortnight advanced held a court-martial for inquiry into the loss, and trying of the officers of the South Sea Castle, and Bideford, lately cast away on the coast of Hispaniola. All acquitted but the lieutenant of the Bideford, who was fined six months' pay, as also for trying . . . boatswain of the Severne for disobeying his commander, who was dismissed.

Friday, May 3.—From NNE to ESE. The Admiral went on board the Katherine yacht half-past five in the afternoon, and at eight anchored in the Goree.¹

Saturday, May 4.—ESE to S by W.—Moderate gales. Weighed at four this morning in the Katherine yacht, and about noon arrived at Blackwall, near which we met the Henrietta yacht, with Lord Villiers² on board going to travel.

Sunday, May 5.—The Admiral went this morning to Hampton Court,³ and returned in the evening.

Monday, May 6.—Dispatched some business in town.

Tuesday, May 7.—This morning the Admiral went to Hampton Court, where he stayed till Thursday evening.

Friday, May 10.—The Admiral having received his instructions and final dispatches, came on board the Katherine about five this afternoon, and anchored about eight at Longreach.⁴ Captain Henry Martin, Mr. Greville, and Mr. Vernon came down in the yacht with the Admiral.

¹ *Goree*, by Gore Patch, off Gore Cliff.

² *Lord Villiers*, afterwards second Earl of Jersey, at this time about 20 years of age, having just taken his M.A. degree at Cambridge. Died 1721.

³ *Hampton Court*, to see King William III.

⁴ *Longreach*. A bend of the Thames near Gravesend, where the measured mile now is.

Saturday, May 11.—Wind at SW, fresh gale. Weighed and anchored off the Kentish point,¹ where the Admiral, having read his instructions and finding they were not countersigned by the Secretary of State, dispatched away an express by way of Sheerness to Mr. Secretary Vernon to have them countersigned; wrote also to the Lords of the Admiralty. Weighed, and about three afternoon, anchored in Westgate Bay, blowing hard.

Sunday, May 12.—SW, fresh gale. Weighed at four this morning, and about seven got on board the Shrewsbury in the Downs. This morning wrote to the secretary Mr. Vernon that stores not being supplied as he expected, he believed he could not sail before Tuesday evening. Loosed fore top-sails; distributed sailing and fighting instructions, and lines of battle to all the fleet; dispatched several necessary orders, &c.

Monday, May 13.—SSW. Found here the following ships. Line of battle.

The Portland to lead with her starboard, and the Salisbury with her larboard tacks aboard.

Admiral's Division.

				Guns		
125	Lowestoft	.	.	30	Jo. Underdown.	
5	Mary (yacht)	.	.	6	Jo. Guy.	
45	Vulture (fireship)	.	.	8	J. Paul.	
31	Carcass (bomb)	.	.	4	Jo. Martin.	
				Number of		
				Guns mounted	Men	
Portland	Ed. Whitaker	.	.	46	209	
Severn	Rt. Fairfax	.	.	46	208	
Worcester	Pet. Watton	.	.	46	213	
Eagle	Wm. Kerr	.	.	62	398	
Shrewsbury	Sir G. Rooke, admiral			72	465	
	Captain Tho. Ley, first					
	captain					
	Benj. Hoskins, second					
Hampshire	captain			44	205	
	And. Leake					

¹ *Kentish Point.* Either Foreness or the North Foreland.

Rear-Admiral's Division.

		Guns		
94	Queenborough	22	Chas. Croft.	
45	Vesuvius (fireship) . . .	8	Ed. Owen.	
<hr/> 364				
		Number of		Men
		Guns mounted		
Crown . . .	Wynn	44		206
Nassau . . .	{ Thos. Hopsonn, Esq., rear- admiral Chris. Myngs }	64		368
Carlisle . . .	Fra. Dove	46		208
Salisbury . .	Rd. Lestock	46		208
		516		2,688
		2,688	516	
		364	78	
		<hr/>		
		3,052 men	594 guns.	

NOTE.—The Admiral had his instructions returned to him from Mr. Secretary Vernon, but not countersigned, it being unusual when the King signs at beginning and ending.

Tuesday, May 14.—SSW, fresh gales. Unmoored about four this morning; dispatched orders of rendezvous in case of separation to be before the Maeze¹ on the coast of Holland, or in case of being put further to the northward on the Broad Fourteens² off of the Texel. Sent the weekly account to the Admiralty and several necessary orders for sailing. Ordered the Flamborough which came in this morning back to her former station. Weighed about eleven, and about four afternoon bore away for the coast of Holland with a fresh gale (from the North Foreland) at SSW, and arrived off of the Maeze Wednesday, May 15, and came to anchor at noon. This afternoon went in the Mary yacht to the Brill.³

¹ *Maeze.* The mouth of the Maas, not far from the Hook of Holland.

² *Broad fourteens.* The broad fourteen sand extends from the Hook, past the Texel, up to Vlieland.

³ *The Brill.* Briel, the first town at the mouth of the Maas.

Thursday, May 16.—Six this morning left the yacht, and at eight got to Maezen Sluice¹; at ten got to Delf, where Mr. Stanhope,² his Majesty's Envoy, met the Admiral and in his coach went to the Hague; dined there, and in the afternoon had a conference with the Grand Pentionary,³ Admiral Allemonde, Mr. Stanhope, and Monsieur Wilds. Went and viewed the palace at the Hague, and summer house at the Buss.⁴

Friday, May 17.—This morning the Admiral had a conference with the Pentionary, the Swedish ambassador,⁵ Mr. Stanhope, and Admiral Allemonde, where the following matters were debated and agreed, viz. :—

Agreed that the rendezvous for our joining the Dutch on this coast shall be off of Egmont,⁶ about two leagues to the southward of the Texel, and in case all the Dutch do not join us there in eight days, to sail with as many as are joined to Gottenburg, leaving orders for the rest to follow us thither. From thence to proceed to join the Swedes' fleet as shall be judged advisable by a council of flag-officers from the advices that may be received of their readiness and from the ministers of the Guarantees what answer the King of Denmark makes to the Declaration.

The form of the Declaration was drawn up and agreed to be sent away for delivery when the squadrons sail from Egmont.

That the Governor of Gottenburg have direc-

¹ *Maezen Sluice.* Maassluis, a village north of the Maas, about fifteen miles from Delft.

² *Stanhope.* The Hon. Alexander Stanhope.

³ *Grand Pentionary.* Anton Heinsius.

⁴ *Buss.* Het Huis in het Bosch. The House in the Wood, now the ordinary residence of the royal family at the Hague.

⁵ *Swedish Ambassador.* Count Lilienroot.

⁶ *Egmont.* Egmont op Zee, a village near Alkmaer.

tions by a letter from the ambassador to send an express to the King of Sweden¹ to give him notice of our arrival, and that matters be concerted from thence for joining the Swedes' fleet. That the said Governor have orders to supply us with all necessaries, as stores, pilots, and small vessels to buoy the sands in case the Danes shall take away the buoys of the Grand Passage beyond the Sound.

Several methods proposed and discoursed of for our joining the Swedes, but agreed that none was more proper than those in the Admiral's instructions.

Some discourse about the ceremony of salutes.—The Admiral proposed the following expedients for reconciling that difference—viz.: That the fleets join without any public salutes, or, if that was not agreeable, in case the fleets joined in any of their ports, their flag to be first saluted, and if they met in the sea the Admiral's flag to be saluted first; but the Swedes' number of guns being even, and the English odd, Monsieur Lilienroot said they could not alter their manner of salute, but desired that they might have the odd gun, which, the Admiral refusing, that matter remains undecided.

Proposed that the forces of the Guarantees serve by commission from the Duke of Holstein² for the better avoiding being principals in the war, in case a breach does happen.

Baron Lilienroot waived the sending ships to the Elbe on the difficulty of entering upon acts of hostility before the Declaration is given. Dined

¹ *King of Sweden.* Charles XII., 1697–1718.

² *Duke of Holstein.* Frederick IV., Duke of Holstein-Gottorp, 1694–1702, brother-in-law of Charles XII. The Guarantees (more properly Guarantors) were Sweden, England, and Holland, who were defending the duchy of Schleswig from the attacks of Frederick IV. of Denmark, who was assisted by Poland and Russia.

at the Envoy's,¹ and this afternoon wrote to Mr. Secretary Vernon an account of the conferences, as also that the Dutch are ready to join us, though not yet out of their harbours. That letters to the Admiral are to be sent by way of Hamburgh, and his Majesty's agent there in case of haste may have orders to order galleots to forward them to Gottenburg. Wrote also to the Lords of the Admiralty to this effect, and sent them away by Captain Millison in the Katherine yacht.

Saturday, May 18.—This morning went to Reswick,² saw the house, gardens, &c. From thence went to Schevlin,³ and came from thence to my Lord Portland's gardens, about a mile from the Hague; dined at the Envoy's, and about four came to Delf, at seven to Maezensluice, and at nine aboard the Mary at the Brill, where was also the Katherine yacht, the wind having been out of the way that she could not sail for England.

Sunday, May 19.—NNE to E by S. About seven this morning weighed, and came on board the Shrewsbury at ten, where we found the Rear-Admiral Vanderdussen, with three Dutch men-of-war and a fireship, had joined the fleet. Weighed, and with the fleet sailed, and about four anchored in twelve fathom water, four leagues off Gravesant.⁴

Monday, May 20.—Hard gales at NE and NNE. About eleven weighed, and at noon Gravesant bore ESE, distant two leagues, and at five this afternoon anchored in thirteen fathom water,

¹ *The Envoy's.* Alexander Stanhope.

² *Reswick.* Ryswyk, the country house of William of Orange, where the famous treaty was signed.

³ *Schevlin.* Scheyvelingen, or Schevening, a favourite bathing place close to the Hague.

⁴ *Gravesant.* Gravesande is on the coast a few miles north of the Hook of Holland.

Gravesant bearing SE, distant four leagues; and about seven this evening the Admiral of Holland, Lieutenant Admiral Allemonde, with ten sail, anchored about two leagues to the eastward.

Tuesday, May 21.—NNE to NE. About two this morning, blowing very hard, the Severn in winding fell aboard this ship, staved her boats that were alongside, broke her boltsprit¹ short off, two of her anchors, her fore topmast and a great deal of her rigging, but was got off without any other damage to her, and none to this ship. Seven this evening struck yards and topmasts.

Wednesday, May 22.—NNE and NE. At eight this morning got up yards and topmasts; about eleven Admiral Allemonde made the signal to weigh, and at noon the Shrewsbury hove short, at three weighed. Admiral Allemonde bore down and saluted the Admiral with eleven guns at four; at half-past five came on board this ship, the whole fleet bearing away towards the Maeze; and at eight came thither and anchored in ten fathom water, the Brill SE $\frac{1}{2}$ E, distant three leagues.

Thursday, May 23.—NE and NE by N. Fair weather and pretty calm. The Admiral wrote to Mr. Stanhope to acquaint him of his return to this place, and sent him a demand for four anchors, two for the Nassau and two for the Severn, to be had from the Admiralty at Rotterdam.

Friday, May 24.—NE by N and E by N. This morning the Severn set her boltsprit. The Admiral wrote to the Secretary of State and Lords of the Admiralty to give them an account of the ill accidents that occasioned his return to this place—viz., the contrary winds, the Nassau's having

¹ *Boltsprit* = bowsprit. Various forms of the word are bowsprit, boespritte, bowspart, boresprit, bowspaight, bouldspreet, boldspret, and bolesprit.

LINE OF BATTLE.

The English to lead with their starboard tacks and the Dutch with their larboard tacks abroad.

Fireships, Frigates, &c.	Ships	Captains' Names	When I would speak, with any of my own division I will place a red pendant on the place against the ship's name, if with any of the Rear-Admirals a white, and for a Lieutenant the same and a waft with the ensign	Guns	English
Queenborough .	Portland Crown . — Nassau .	Captain Whitaker . Captain Wynn . Captain Croft . Rear-Admiral Hopsonn . Captain Myngs .	Main topmast head. Fore } Ditto Mizen }	50 50 24	Rear-Admiral
Vesuvius . (fireship)	— Salisbury .	Captain Owen . Captain Lestock .	Main . Fore } Topsail yard-arm Mizen }	70 50 50	
Lowestoft .	— Hampshire .	Captain Underdown . Captain Leake .	Main } Topmasthead Fore }	30 50	Admiral
Mary (yacht)	— Shrewsbury	Captain Guy . Sir George Rooke, Admiral Captain Ley, First Captain Captain Hoskins, Second Captain .	Mizen }	— 80	

Vulture (freship)	—	Captain Paul .	Main	—	70	
Carcass (bomb)	Eagle .	Captain Kerr .	Fore } Topsail yard- arm		—	
	—	Captain Martin	Mizen		—	
	Carlisle .	Captain Dové .	Main		50	
	Worcester .	Captain Watton .	Fore		50	
	Severn .	Captain Fairfax .	Crossjack } Yardarm		50	
Den Brielle 36	Alkmaer .	Captain Balck .	—		72	
	Dordrecht .	Rear-Admiral Vander- dussen .			72	Rear- Admiral
	Veluwe .	Captain Brakell .	—		64	
	Heer Van Utrecht	Captain Zas .	—		56	
	Arnheim .	Captain Cleyne .	—		64	
De Beschuyter 36	Utrecht Ampt .	Captain Beckman .	—		64	
Brander .	Unie .	Lieutenant-Admiral Alle- monde .	—		74	Lieutenant- Admiral
Salamander .	Emilia .	Captain Cleyburgh	—		64	
	Batavier .	Captain Toll .	—		56	
	Vlissingen .	Captain Tressell .	—		54	
Aurora . 18	Utrecht .	Captain Vanveen .	—		64	Vice-Admiral
	Eerst Edelle	Vice-Admiral Evertsen .	—		72	
Brander .	Catwicke .	Captain Lynslager .	—		72	

broke two of her anchors, and the Severn's damage she received in sheering aboard this ship, and to assure his Majesty he will lose no opportunity of proceeding so soon as the wind and weather will permit.

Saturday, May 25.—NE by N to E. Hazy, thick weather this morning ; sent our letters ashore to the Brill. Blowing dirty weather all this day.

Sunday, May 26.—All this day rainy weather and fresh gales at NE and E.

Monday, May 27.—Blowing dirty weather ; this day gave orders to the fleet to put their ship's companies to two-thirds allowance of all sorts of provisions. Sent orders of rendezvous sealed up to all the commanders to be at Gottenborough in case of separation. Called in the general instructions for sailing and fighting, and added a signal for the fleet's drawing into a line one astern of another, and gave out the lines of battle.¹

Tuesday, May 28.—NNW to N by W. This morning being fair weather hauled home our fore topsail sheets, but Lieutenant-Admiral Allemonde came on board about ten and said he could not sail before Thursday. This day wrote to the secretary, Mr. Vernon, in answer to his of the 17th instant. That if it be thought practicable to relieve Toningen² by sea he will be ready to do his part, but in conjunction with the Dutch, who are equally concerned, though he thinks it not very advisable to make any detachments from the fleet before the Swedes join us, the Danes being much

¹ See pp. 24, 25.

² *Toningen.* Tönning, at the mouth of the river Eider, which separates Schleswig from Holstein, was besieged by Field-Marshal Ferdinand William, Duke of Würtemberg-Neustadt, at the head of a Danish force on April 22, 1700. The siege was raised by a combined army of Swedes, Hanoverians, and Dutch, on June 2.

stronger than any one of the squadrons. That he will lose no time by his going to Gottenburgh, but get as soon into the Baltic as he can in order to his joining the Swedes' fleet. That he will obey his Majesty's directions in taking a commission from the Duke of Holstein in case it be thought necessary and for the service.

The Dutch sent this day two anchors, one for the Nassau and the other for the Severn, and a spare topmast for the Shrewsbury, and to acquaint the Admiral that two other anchors for the Nassau and Severn are coming in one of their frigates.

This night Mr. Crane came from the Hague, and brings an account that the town of Riga¹ is reinforced with three thousand men and that blockade removed, and that Toningen's siege is also raised, the Danes being gone to meet the Swedish forces who were marching down to the relief of that place, and that the Danes seem inclinable to a treaty.

Wednesday, May 29.—From NE by N to SW. Fair weather and little wind; at seven this evening Vice-Admiral Evertsen with two men-of-war and a fireship joined the fleet. Admiral Allemonde came aboard here and told the Admiral that he was now ready to sail, but there being but little wind, and he expecting two ships from North Holland to join him off Egmont, said he should be necessitated to lie by in case the fleet sailed this evening. So that the Admiral deferred it to the next morning.

Thursday, May 30.—SSE and SSW. At four this morning the Admiral weighed and got under sail with the fleet, with fresh gales at SSE and SSW, and at six Gravesant bore SE, distant four leagues; at eleven two Dutch men-of-war appeared to windward, and Admiral Allemonde

¹ *Riga* at this time belonged to Sweden.

sent two of their ships to them. At noon Egmont bore E, distant four leagues, and at four SE, five leagues; at five three Dutchmen ships joined the fleet.

Friday, May 31.—Fair weather, with the wind from SW by W to NE; tacked several times. Latitude per observation, 54°2.

Saturday, June 1.—The wind from W to NE $\frac{1}{2}$ E; stood to the northward all this day.

Sunday, June 2.—Wind at NW, easy gales and sometimes calm. Latitude per observation, 54°26.

Monday, June 3.—NW and SE. Hazy, foggy weather. The Hampshire and Queenborough ordered to make sail head. This forenoon about noon, clearing up, the Vulture fireship was ordered to make sail to discover the land, and Captain Paul, returning in the evening, says he saw the land to the NE by E about four leagues, and he and the Hampshire was sent out this night again.

Tuesday, June 4.—Wind at SE by S and NE $\frac{1}{2}$ E. Fair weather, with easy gales. This morning the Hampshire made a signal that she saw the land, and this evening she made the land plain.

Wednesday, June 5.—Fair weather; small, easy gales stood towards the coast of Jutland, and at noon the Holms¹ bore S by W $\frac{1}{2}$ W, distant four leagues.

Thursday, June 6.—SE and NE. Hazy, thick weather and little wind; plied towards the coast, and at noon Hartsarse² bore SSE, distant about four leagues, and at six this evening, being

¹ *The Holms.* Holmsland Island, on the coast of Jutland.

² *Hartsarse.* Probably Cape Hertbørg at the west extremity of Jammer Bay.

stark calm, came to anchor in ten fathom water, Hartsarse bearing SW, distant four leagues.

Friday, June 7.—Quite calm. Fair, hot, calm weather ; lay all this day at anchor. Admiral Allemonde sent the Admiral word he could spare him water, which accordingly he did to all the ships that wanted to complete them to twelve days. This day wrote to the Secretary of State by a Dutch vessel to give him an account of the fleet's arrival on the coast of Jutland.

Saturday, June 8.—WSW and W by N. At three this morning, with a gentle breeze, weighed and stood towards Gottenburg, and this morning sent the Vulture fireship thither with a letter to the Governor of that place, Baron de Seiblad, with one inclosed to Dr. Robinson, Resident at Stockholm, to give them an account of the fleet's arrival on this coast, and for intelligence. About nine saw several Danish cruisers standing in close with the Jutland coast, and about eleven a small Swedish cruiser of about ten guns plied into the fleet, saluted the Admiral with eight guns, which he answered with five. He says the Duke of Holstein some days ago passed over from Gottenburg to Toningén in a small frigate, and that the Danish fleet lie under Bornholm. About eight this evening anchored in sixteen fathom water in Wingey Bay,¹ the Wingey beacon bearing NW and by W, and the Isle of Malesont south. At nine ordered all the ships to send up their boats to water.

Sunday, June 9.—W by S and NNE ; fair weather. About four this morning Captain Paul came down from Gottenburg and brought with him a packet for the Admiral from Mr. Gregg, secretary at Copenhagen, and from Mr. Tighe at Elsinore, with the King of Denmark's answer to

¹ *Wingey Bay.* Vinga Sound, close to Gottenburg.

the Declaration of the Guarantees, about the salutes off the Danish castles which was resolved by their Council in 1694 should be three guns, and answered with the same number. Lieutenant Lyonberg also brought a letter from Baron Seiblad, general and admiral of these parts of Sweden, with a compliment, and about eight the Admiral sent Captain Paul to wait upon Dr. Robinson, who was come from Stockholm to Gottenburg. At eleven some field officers came on board from the Baron Seiblad to compliment the Admiral upon his arrival, and on their departure the Admiral gave them nine guns. About one Dr. Robinson came down, dined, and went up this evening; the Admiral also gave him eleven guns.

Monday, June 10.—WSW and WNW; fair weather and little winds; at half-past nine called a council of flag-officers, where it was resolved to proceed between the Isle of Wenn¹ and Landscroone² the better to concert matters in order to the joining the Swedes' fleet. The Resident came on board at one, and went away in the evening. This day had intelligence from a small vessel come from Riga, that he saw about four days ago thirty sail of Danish between Copenhagen and the Sound, and twenty more the day before under Bornholme, and this evening by advice from Mr. Tighe and Mr. Gregg that their fleet were come to lie between the Isle of Wenn and Elsinore³ to prevent our passage, and that they had only left some cruisers to watch

¹ *Isle of Wenn.* Hveen Island, in the middle of the Sound, about three miles from the coast on each side.

² *Landscroone.* Landskron, on the Swedish shore of the Sound, north of Copenhagen.

³ *Elsinore.* Helsingor is on the Danish coast at the northern entrance to the Sound, which is here about three miles across. The Danish fleet would be lying north of Hveen, so as to dispute the passage.

the Swedes' motion at Bornholme. This evening Captain Martin went with a compliment to Baron Seiblad.

At a Council of War of flag-officers, held on board his Majesty's ship Shrewsbury, in Wingey Road before Gottenburg, June 10, O.S. 1700.

Present :

The Honourable Sir George Rooke, Knight, Admiral, &c.

Thos. Hopsonn, Esq., Rear-Admiral.

Captain Thos. Ley.

The Honourable Lieutenant-Admiral Allemonde.

Vice-Admiral Evertsen.

Rear-Admiral Vanderdussen.

Upon reading his Majesty's instructions to Sir George Rooke, Knight, of May 9, 1700, and Lieutenant-Admiral Allemonde's instructions from his Majesty of May 18, for proceeding to the Baltic Sea, as also a copy of the Treaty of Altona, and a copy of the Guarantee of the said treaty, and likewise a Declaration of the Guarantees of the said treaty lately made by their several ministers to the King of Denmark, and his Majesty's answer to the said Declaration, and upon consideration and debate of the several papers above mentioned, it being judged his Majesty of Denmark's answer to the Declaration of the Guarantees is very illusory, and not satisfactory to the reasonable demands therein made :

It is resolved that we take the first opportunity of wind and weather and proceed into the Sound between the Isle of Wenn and Landscroone, in order to gain a quicker correspondence with the Admiralty and Admiral of Sweden, and for the

better concerting matters and the more easy joining the Swedish fleet.

G. ROOKE.

P. V. ALLEMONDE.

THOS. HOPSONN.

J. EVERTSEN.

THOS. LEY.

P. V. DUSSEN.

Translation of the Treaty of Altona.

Be it known unto all by what means the great controversies which have been a long time between his Royal Majesty of Denmark and Norway, and his Highness the Duke of Holstein-Sleswick, by the earnest mediation of his Imperial Majesty and the Electoral Highnesses of Saxony and Brandenburg have been composed and for ever abolished, upon the following conditions :—

1. That there shall be a general amnesty and perpetual oblivion of all that hath been hitherto undertaken on both sides, done or acted by each other party, their ministers, subjects, or adherents, none of either side shall be called to account, nor shall anybody be brought into danger or charge for it, but an eternal and indissoluble friendship and union shall hereby be restored and established betwixt his Royal Majesty of Denmark and Norway, his heirs and successors in his kingdoms, and his Highness the Duke of Holstein-Sleswick and his successors.

2. His Royal Majesty of Denmark and Norway shall restore to his Ducal Highness all his said Highness's dominions, lands, islands, and goods, but especially the lordship of Gottesege, together with the sovereignty of the same, royalties, rights of raising money, making leagues and alliances, of building and possessing fortifications—in fine, all those rights and prerogatives whatsoever that his Highness did hold and enjoy before and after

the Treaties of Westphalia and of the north, to the year 1675 ; as likewise, whatever his Highness may claim by the Pacification of Fontainebleau, the conditions and contents of which treaties are confirmed hereby ; and his Royal Majesty will also restore to his Highness's officers and subjects all their goods and debts.

3. Whereas his Highness, amongst other demands, hath required that his Royal Majesty would free the island of Fehmeren, together with the governments of Steinhorst, Tremsbuttell, and Trittau, from a mortgage ; pay that sum of money they are engaged for, and restore them without any charge to his Highness : his Royal Majesty, to give the greater mark of his favour to his Highness, as being nearly related to him in blood and affinity, doth give up the mortgage and remit the action he hath against the government of Trittau, and restore it with all its dependencies ; but as to what concerns the island of Fehmeren and the government of Tremsbuttell and Steinhorst, these not being in the hands of his Majesty, but of his Royal Highness Prince George of Denmark, his Imperial Majesty and their Electoral Highnesses of Saxony and Brandenburg, in quality of mediators for composing these differences, to the end that peace and tranquillity may the better be established and settled in the northern kingdoms and the circle of Lower Saxony, it being of great importance to the public good that it should subsist inviolable, they have undertaken to find out such means to make satisfaction to his Royal Highness for the sum of money for which he holds those places, without any charge or prejudice to his Royal Majesty ; as likewise to obtain the consent of his said Royal Highness that the said islands and governments be restored again to his Highness the

Duke of Holstein exempt and free from the debt and mortgage they formerly lay under.

4. On the other side his Highness doth renounce all actions and pretensions he might have, not only against his Royal Majesty for having detained his dominions for some time, and enjoyed the revenues thereof, but also doth release, and wholly desists from, those proceedings he had obtained from the Imperial Chamber against the house of the Duke of Holstein Ploen.

5. As to what belongs to unions, family agreements, and other conventions made to the year 1675, as also the communion, the custom used to that day shall remain in force no less than what has been expressly and literally determined in relation to this matter by the Treaties of Westphalia and the north, and of Fontainebleau; and whatsoever remains and is unreceived of the revenues of the Chamber or contributions in his Highness's dominions shall by no means be demanded from his Royal Majesty.

6. They do remit other grievances to be made by a friendly transaction, and if that do not succeed they leave it to the law; and neither party shall undertake anything by way of force against what is abovesaid.

7. The ratification of this agreement shall be exchanged here at Altona fourteen days after the subscribing of it, and the agreement shall immediately, or at furthest within eight days after change, be strictly put in execution *bona-fide* without delay.

In witness whereof two copies of the same tenour, subscribed and sealed, have been delivered to each party. Done at Altona the 20th of June, 1689.

MOYENS

Pour rendre efficace la Médiation du roi de la Grande Bretagne et des États Généraux, en l'acceptant conjointement avec celle du Roi très Chrétien et la médiation qui subsiste encore, pour terminer les différens que Sa Majesté a avec le Duc de Holstein Gottorp.

Sa Majesté ayant appris par la dernière relation de son Envoi Extraordinaire en France, Monsieur de Meyer-Cron que Monsieur l'Ambassadeur d'Angleterre lui avait témoigné aussi bien qu'à Monsieur de Forey Ministre du Roi très Chrétien que la Roi de la Grande Bretagne serait bien aise d'aller de concert avec la France pour accomoder les dits différens, et qu'étant médiateur il donnerait de tels ordres aux escadres qui se trouvent près du Sond, qu'il n'y aurait plus de question d'agir par voie de fait, et Sa Majesté se fiant tellement à sa bonne cause qu'elle ne se fait aucun scrupule d'admettre plus de médiateurs, pour contribuer au dit accomodement a donné ordre à ses Ministres de déclarer tant à Monsieur le Comte de Chamilly Ambassadeur de France en cette cour, qu'aux Ministres d'Angleterre et des États Généraux qui sont présentement ici qu'il lui sera très agréable que le roi de la Grande Bretagne et Messieurs les États Généraux joignent leur médiation à l'autre pour la dite fin, supposant néanmoins que suivant la déclaration susdite de l'Ambassadeur d'Angleterre en France, ils s'abstiendront tant de voies de fait que de toute partialité, et donneront ordre à leurs escadres et troupes de se tenir dans une exacte neutralité envers les deux parties, ne pouvant se déclarer ni contre l'un ni contre l'autre tant que la négociation durera, si ce n'est qu'une des dites parties fussent attaquée ou inquiétée par l'autre ou par les Alliés, Sa Majesté se

remettant au reste pour un Traité préliminaire ou d'Armistice, à ce qu'elle a fait insinuer ce même jour à Monsieur l'Ambassadeur de France.

An Instrument from the Danish Court.


Résolution de Sa Majesté sur la proposition de Monsieur l'Ambassadeur de France et de Messieurs les Ministres d'Angleterre et des États Généraux faite le 5^{me} Juillet 1700. Qu'elle consent qu'il soit fait une suspension d'Armes pour huit jours seulement, pendant lesquels, outre une cessation entière de tous Actes d'hostilité par les Armes, les Ministres, les postes et les couriers de Ministres de part et d'autre auraient une entière liberté d'aller à Hambourg et d'en revenir, que ceux d'entre les parties qui seront choisis pour travailler à la paix seront nommés le premier jour du dit Armistice et se rendront tous le plus tôt qu'il sera possible à Hambourg, sans que le choix du dit lieu puisse tirer en consequence. Que cependant d'une part et d'autre on remettra entre les mains de Monsieur l'Ambassadeur de France les conditions auxquelles on voudra faire l'accomodement et on tachera, avant l'expiration des dits huit jours, de convenir s'il est possible du gros de l'affaire, sinon d'un Armistice convenable sur le pied du projet donné à Monsieur l'Ambassadeur pour achever ce qui aura été commencé sans que la Traité principale puisse être continuée avant que le dit Armistice soit réglé.

Tuesday, June 11.—W by S, WSW. Blustering cloudy weather, with squalls of wind and rain. Wrote to Mr. Gregg to answer his of several dates, and to acquaint the ministry (if the King were not there) of his being here, and what the King, his master, intended by sending him into these seas ;

very illusory that he hoped they would suddenly make a more satisfactory one, and not cause an irruption, &c., to desire intelligence as oft as he could; and to Mr. Tighe at Elsinore to the same effect. This day the Admiral received a message by a cavalier from the Baron Seiblad that he had attempted to get down the river,¹ but blowing so very hard he could not effect it, whereupon the Admiral desired him to acquaint the Governor if he had anything to propose that he would meet him aboard the Mary yacht which he had sent into the harbour a mile of this side the castle for that purpose.

Wednesday, June 12.—W, fair weather. About nine the Velume, a Dutch man-of-war of sixty-four guns, came into the fleet and saluted with eleven guns, which the Admiral answered with seven. Half-past nine I attended the Admiral with the Dutch Admiral to the Mary yacht, where Admiral and Governor Seiblad had been an hour before we got thither, and Admiral Hopsonn and the Dutch flags being come, a conference was thereupon entered on, and is as follows, viz. :—

At a Conference on board his Majesty's yacht the Mary before Gottenburg, June 12, 1700, O.S.

<p> The Baron Seiblad assured the Admiral that the Swedes' fleet were put to sea and would move towards the Danes on the other side as he did on this side.</p>	<p>Present : Sir George Rooke, Admiral, &c. Admiral Allemonde. Baron Seiblad. Doctor Robinson. Rear-Admiral Hopsonn. Vice-Admiral Evertsen. Rear - Admiral Vanderdussen.</p>
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¹ *The river.* Gotha, on which Gottenburg is built.

The Baron Seiblad read the King of Sweden's letter to him, where he desires that the English and Dutch squadrons would remain here until some forces are ready to be transported into Zuitland, and the Baron says they will be accordingly ready in eight or ten days ; but, withal, that they consist only of 1,400 foot and 500 horse.

The question being put whether it were more advisable that the fleet should remain here to cover such a transport to Zuitland, or pass directly to the Sound in order to join the Swedes' fleet, the following considerations were thereupon mentioned, viz. :—

1. That it would require a month at least to perform this transport.

2. That the descent consisting of such a small number of forces, it cannot be expected that they will divert the Danish army¹ or prove so effectual as a speedy junction.

3. That after the conjunction ships may be detached for this service without detriment to the fleet.

Whereupon it was agreed to execute the former resolution of the council of war of the 10th instant.

The Admiral proposed the method of joining the Swedes' fleet in regard to command as Baron Seiblad answered that in regard the management of these affairs would be in the

¹ *The Danish army.* After the raising of the siege of Tönningen, the King of Denmark had retired to Rendsburg.

mentioned in his instructions.

Baltic, which sea is under the dominion of the King, his master ; and considering that their whole fleet would put to sea under the command of the chief Admiral of Sweden, he believed they would expect the command of both fleets ; but the Admiral replying that he could never consent thereto, this matter was left unagreed till a conference or correspondence should happen between him and Admiral Wachmaster.¹

The Admiral desired to know what ports the Swedes had proper to receive the English and Dutch ships in case the service should require their wintering here ; or how they can be supplied with stores and provisions upon any emergent occasion by stress of weather or being disabled in battle or otherwise.

The Admiral desired to know whether or

The Baron answered that Carlsecroone,² Carlshaven, Landsacroone, Wismaer, Gottenburgh, Marstrand, and Varbers were proper places, and would have orders to supply the English and Dutch with all sorts of stores and necessaries, and be ready to receive them under their fortification for defence.

The Baron answered the King of Sweden had

¹ *Wachmaster.* Wachtmeister, Admiral of the Swedish fleet.

² *Carlsecroone*, &c. Carlskrona, Carlshamm, Landskrona, Wismar, Gothenburg, Marstrand, Warberg, seem to be the places meant.

where they could have pilots to carry them through the Sound.

ordered pilots to be ready at Landscroone for that purpose, as also ketches and other small vessels to buoy the sands.

Doctor Robinson proposed that although a rupture should happen between the Guarants and the Danes' fleet yet the commerce might not suffer.

Resolved that the commerce without as well as within the Baltic be no ways obstructed unless the Danes shall be the first aggressor.

This afternoon wrote to Mr. Secretary Vernon, Mr. Cressett, Mr. Stanhope, and Mr. Gregg, to acquaint the first of them with the resolutions, and the others of his intentions to proceed immediately to the Sound, and to force his passage if obstructed.

Thursday, June 13.—Fair, calm weather, W by N. Early this morning the Admiral received a packet from the Admiralty, and about nine a Danish frigate came into the fleet and saluted with nine guns, which was answered with five. He came aboard here about eleven and delivered the following letter to the Admiral, viz. :—

a Rensbourg ce 15 Juin 1700.

Monsieur,—Ayant appris hier l'arrivée de Votre Excellence a Gottenbourg avec la flotte Anglaise et Hollandaise qu'elle commande, et sachant que la flotte Danoise s'approche du Sond, j'ai cru de mon devoir d'instruire Votre Excellence de la disposition dans laquelle les affaires sont ici, pour mettre à sa prudence de faire les réflexions qu'elle jugera à propos.

Le Roi mon maître ayant voulu continuer de témoigner son zèle pour la pacification des troubles

du Nord, a donné ordre à tous ses ministres résidents dans les Cours intéressées à ces affaires ici, d'offrir sa médiation pour les faire finir, et à moi en particulier qui m'en suis acquitté depuis quelque temps auprès du Roi de Danemark, lequel a agréé l'offre, que je lui en ai fait et est convenu même avec moi, qu'une suspension d'armes empêchant les esprits de s'aigrir, servirait en même temps à disposer toutes les choses nécessaires pour faire usage de la dite médiation du Roi mon maître, il m'en a remis un projet que très peu de changement fait de la part des Princes Guarans pouvait rendre acceptable, et y a adjouté à la réquisition du Roi mon maître une condition, qui assurerait la conclusion du fond de l'affaire, qui est que la médiation aurait une terme fixe pour éclaircir ce qui regard le différens de Holstein, et que ce terme se pourrait borner à la St. Michel prochaine, j'ai communiqué au Camp des Princes Guarans les propositions susdites, lesquels, ayant pris du temps pour y répondre, le firent hier par un autre projet, qu'ils m'envoyèrent ici, sur quoi je pars ce soir pour retourner auprès de leurs Altesses, et tâcher de les faire convenir de quelques choses sur l'Armistice préliminaire dont il est présentement question.

Je sais que Votre Excellence n'est point venue dans ces mers pour y porter la guerre, mais pour faciliter par sa présence le succès des propositions que Sa Majesté Britannique et Messieurs Les États Généraux font faire tant par elle que par les Ministres qu'ils tiennent en ces Cantons ici, lesquels ont déjà satisfait à leurs ordres sur cela, mais comme j'ignore si Votre Excellence n'a point quelques ordres pour agir en Garantie du Traité d'Altona en cas que la réponse qu'on fera de la part du Danemark ne soit pas entièrement conforme aux propositions dont elle est chargée, il m'a paru

nécessaire de rendre compte à Votre Excellence de tout ceci, de la faire souvenir que le Roi mon maître n'agit en ceci que de concert avec Sa Majesté Britannique et leurs Hautes Puissances ; qu'il a même fait dire en dernier lieu à l'un et à l'autre que l'offre de sa médiation pourroit peut-être faire le même effet, et avec moins de risque d'engager une grande guerre, que les flottes qu'on préparait pour finir celle qui est déjà commencée, et qu'ainsi il jugeait qu'on en pourroit bien suspendre les départs jusqu'à ce qu'on eut appris ce que produirait cette médiation et comment elle serait reçue des Puissances intéressées. Et que d'ailleurs la bonne intelligence qui est entre nos maîtres ne me permet pas de douter que Sa Majesté Britannique et Messieurs les États Généraux n'eussent eu quelque égard à cette représentation du Roi mon maître, si elle eut pu être fait avant le départ des flottes.

Je conclus de tout cela, Monsieur, que Votre Excellence y voulant bien faire réflexion, ne précipitera rien sans avoir des nouveaux ordres du Roi son maître, qui sera incessamment instruit de la situation présent de l'affaire parceque j'en ai déjà mandé et parceque j'en vais mander encore à Messieurs les Comte de Fallard et de Briord. Si Monsieur le Comte de Guiscard était présentement sur la frontière où se trouve Votre Excellence, il aurait fait auprès d'elle les mêmes offices dont je me charge avec plaisir, puisqu'ils me procurent une occasion d'assurer Votre Excellence que je suis avec toute la vénération due à son mérite, Monsieur, de Votre Excellence

le très humble et très obéissant serviteur,

LE COMTE DE CHAMILLY.

A Son Excellence Monsieur l'Amiral Rooke,
commandant la flotte de Sa Majesté
Britannique à Gottenburg.

To which letter, when the Admiral had communicated the same to Admiral Allemonde, he immediately returned the following answer :—

Shrewsbury in Winga Road near Gottenburg,

June 13, 1700 O.S.

My Lord,—I have received the honour of your excellency's letter of the 15th instant N.S., and have communicated the contents of it to Admiral Allemonde who commands the squadron of their High and Mightinesses the States-General of the United Provinces, and we are sorry we cannot pay a due respect to your Excellency's considerations therein expressed, our instructions being to make good the guarantee of the Treaty of Altona, in case the King of Denmark's answer to the declaration lately given in to his Majesty by the minister of the several guarants should not be satisfactory to their instances ; and the said answer being, as we humbly conceive, very illusory and ambiguous, we must proceed in the execution of our orders, without a signification of an armistice from the King our master's ministers.

I am concerned I cannot pay a due regard to your Excellency's reflections—which are very valuable—having all the honour and esteem for your person that becomes me in the character of, my Lord,

Your Excellency's most obedient
and most humble servant,

G. ROOKE.

A Son Excellence Monsieur le Comte de Chamilly,¹ Ambassadeur Extraordinaire de Sa Majesté très Chrétienne à la cour de Danemarck à Rensbourg.

¹ *Chamilly*. Comte Chamilly was the French ambassador at the Court of Denmark. He did his best to persuade King Frederick IV. to leave Holstein, but he refused to do so unless the allies retired behind the Elbe, or at least behind the Alster.

At six the Dutch frigate saluted with seven guns which the Admiral returned with three, and stood away with a fair wind for Elsinore.

Friday, June 14.—Fair weather and calm that the Admiral could not get under sail as he intended.

Saturday, June 15.—Fair weather from W to NE by E. At three this morning weighed and bore away to the Sound with gentle gales, at noon the Winga bore N distant five leagues and Warsburg¹ SE by E. At six a Danes' frigate stood in with the shore and the Admiral sent in Captain Leake to speak with him, which when he had done, he saluted the Admiral with nine guns, which the Admiral answered with five, and then the frigate bore away with all the sail she could make towards the Sound; at eight Warsburg Castle bore E, distant seven miles. The Queenboro sent ahead.

Sunday, June 16.—WSW and SW. Anchored about noon in 13 fathom water, the Cole² N by E $\frac{1}{2}$ E. Cronenburg³ Castle SE by S. Fair weather. At eight this morning the Cole bore E by S distant two leagues, and at noon the Queenborough plying from Elsinore with her colours abroad (the signal that she had made the Danes' fleet) came into the fleet; about three, Captain Croft got on board, and acquainted the Admiral there was about thirty-five sail lay between Elsinore and the Isle of Wenn. About four the Admiral wrote to Count Wachtmeister, admiral-general of the Swedes' fleet, to acquaint him of his arrival, the posture of the Danish fleet, and that he intended to call a council of flag-officers to consult how to proceed

¹ *Warsburg.* Warberg.

² *The Cole* is Mount Kullen, now crowned by a lighthouse, all-important to the navigators of the Cattegat.

³ *Cronenburg.* Kronborg, the castle of Elsinore, the residence of Hamlet.

in order to a junction with him, and desired also that he would send him his opinion and advice which he judged the most proper way. Wrote to Dr. Robinson and the Baron Seiblad to give them notice of his being at anchor under the Lappsand, and wrote also to Count Guldenleew the following letter :—

Shrewsbury near the Lappsand June 16, 1700 O.S.

My Lord,—I send this to give your Excellency an account of my arrival in these seas, by the King my master's orders, in conjunction with a squadron of ships of their High and Mightinesses the States-General of the United Provinces, and I am commanded to assure your Excellency that his Sacred Majesty has no other intention in sending his squadrons hither but to contribute all he can towards the restoring peace and tranquillity in these parts, and for making good the engagement his Majesty is under to maintain the Treaty of Altona that each of the parties concerned may quietly enjoy what was so solemnly settled and agreed on between them. In the execution of which orders I hope I shall not be obliged to act anything that may be offensive to your Excellency, or his Most Serene Majesty the King, your master, which being all I have to add on this occasion I do remain,

My lord,

Your Excellency's most obedient and most
humble servant,

G. R.

A son Excellence Monsieur le Comte Guldenleew, Amiral-General de la flotte de Sa Majesté le Roi de Danemarck devant Elsinore.

About six this evening, Admiral Gidde came on board, the Admiral with a compliment from Count Guldenleew ; there came with him a councillor of

state, and after they had finished their reciprocal compliments, Admiral Gidde told the Admiral he had commands from the count to acquaint him that he hoped he would not think of passing the Sound, contrary to agreement with their crown, whereby he should be obliged to act contrary to his inclinations and to this purpose, as also if he had any such intentions he desired he would forbear putting them in execution for a day or two until he should hear from the King, his master, which considering that the Duke of Holstein had also accepted the mediation of France he did not doubt but matters would be adjusted to the satisfaction of all parties; and having several times insisted to know whether the Admiral intended to pass or not, the Admiral acquainted him he could give him no answer until he had heard from the King his master's ministers, and then he would put in execution, or defer, his instructions, which were to make good the Treaty of Altona, &c., upon which the Admiral Gidde went off and the Admiral saluted him with fifteen guns. At ten Mr. Gregg, secretary at Copenhagen, came on board.

Monday, June 17. — Cloudy, thick weather. This day the Admiral wrote to Dr. Robinson to give him an account of affairs, as also to Mr. Secretary Vernon. Early this morning the Admiral sent Rear-Admiral Hopsonn to return Count Guldenleew's compliment, who returned in the evening, but nothing passed there besides ceremony. About six afternoon Mr. Secretary Gregg returned to Elsinore, and at his going off the Admiral saluted him with nine guns.

Tuesday, June 18.—SW by W. NW by W. Fair weather. This morning the Admiral called a council of flag-officers, the result of which was as follows :—

A Council of War of flag-officers held on board his Majesty's ship Shrewsbury, near the Lappsand at the entrance into the Sound, June 18, 1700, O.S.

Present :

The Honourable Sir Geo. Rooke, Knight, Admiral, &c.

Tho. Hopsonn, Esq.

The Honourable Lieutenant-Admiral Allemonde.

Captain Thomas Ley.

Vice-Admiral Evertsen.

Rear-Admiral Vanderdussen.

In regard the Danish fleet are posted in the narrow part of the Sound, in a posture to oppose our passage, with a strength that may render our forcing it dangerous till we have a prospect of joining the Swedes' fleet.

It is resolved that we continue without the entrance of the Sound, and have a strict observation on all motions of the Danish fleet, and in case they retire nearer Copenhagen we shall still advance within sight of them, and if the Swedes' fleet come on this side the grounds or channel near Copenhagen, then that the fleet that has the advantage of the wind may force their passage through the Danes' fleet, and join the other; or if the Swedes' fleet think fit to come through the Great Belt, as they approach near, we shall remove that way and join them.

And if it be thought advisable and necessary that the Swedes' fleet do make and cover any transport of troops to make a descent in the dominions of Denmark or otherwise, we will keep

so close to the Danish fleet that they shall not be able to hinder the execution.

G. ROOKE.

P. V. ALLEMONDE.

THO. HOPSONN.

J. EVERTSEN.

THO. LEY.

P. V. DUSSEN.

Wrote to the Admiral General Wachtmeister an account of these resolutions, as also to Doctor Robinson. Received this afternoon in a packet from Mr. Cressett, the Duke of Holstein's commission, as entered on the next side. Wrote to Mr. Cressett and Mr. Stanhope to acquaint them of affairs here. Ordered the Lowestoft and a Dutch frigate to sail in between the fleet and the Castle of Helsenbourg, and to make signals of firing every hour two guns and spreading an ensign at foretopmast shrouds, when they perceive the Danes' fleet move towards Copenhagen, or to answer the Castle of Helsenbourg when they put out their flag and fire two guns.

A letter and commission from his Highness the Duke of Holstein-Gottorp as follows, viz. :—

Monsieur,—Sa Majesté de la Grande Brétagne le Roi votre maître, ayant pris la généreuse résolution d'envoyer sa flotte vers la mer Baltique pour prêter la Garantie de la Paix d'Altona et pour rétablir au plutôt le repos du Nord troublé, et renversé, par le parti contraire, j'ai été fort content, Monsieur, du choix qu'elle a fait de votre personne, dont la renommée est si connue en vous donnant le commandement de la dite flotte.

Et comme il est convenu à la Haij que les Commandants pourraient prendre commission de moi, pour agir en mon nom comme Garants,

Je n'ai pas voulu différer, Monsieur, de vous envoyer ci-joint une telle commission en conformité de la dite convention, vous recommandant mes

intérêts, et vous priant en même temps d'agir de concert avec les autres flottes auxiliaires selon qu'on le trouvera à propos et que le temps et les conjunctures l'exigeront.

Je me fie entièrement en votre dextérité et expérience reconnue, et vous en aurai toute la reconnaissance qui me sera possible, étant avec passion,

Monsieur,

Votre très humble

FREDERICK.

Au camp de Pinenbourg ce 22^{me} Juin 1700.

Nos Fredericus Dei Gratia Hæres Norvegiæ, Dux Slesvici, Holsatiæ, Stormaniæ, ac Ditmarsiæ, Comes in Oldenbourg et Delmenhorst, Regiæ Majestatis Sueciæ Copiarum Generalissimus,

NOTUM TESTATUMQUE FACIMUS,

Postquam Rex Daniæ rejectis omnibus tam a mediatione Cæsarea Brandenburgica, quam Dominis Sponsoribus, ac Fidejussoribus Pacis Altenaviensis interpositis officiis Terras ac Provincias nostras Militibus suis invadere subditos variis exactionum generibus vexare, Fortalitia ac Munimenta hostili modo aggredi, occupare, occupata solo æquare, eoque ipso Bello indicto Hostem se profiteri dictamque pacem Altenaviensem violare, immo plane evertere non est veritus. Sacra Regia Majestas Magnæ Britanniæ hisce commota, suaque Nominatæ Pacis Altenaviensis promissa Garantia satisfacere cupiens, ex singulari in nos affectu classem suam in auxilium nobis mittere, et sic ab oppressione nos liberare voluit.

Hinc autoritate ab alta memorata Sacra Regia Majestate nobis concessa, prædictæ Anglicanæ Classis Archithalassum Illustrissimum Dominum de

Rooke hisce rogamus, velit classe sibi commissa Nostrum interesse adversus Regem Daniæ omnibus viribus, omnique Modo, ut ipsi ex Commissione hac nostra juxta belli rationem visum fuerit optimum fieri, defendere, atque agere. Nos quicquid ab ipso hoc in Negotio ita fuerit actum ratum semper habebimus quod hisce significare ac simul Nostra Subscriptione ac Sigilli appositione corroborare volumus.

FREDERICUS.

Dabantur in Castris Pinenbergiis
22 Junii anno 1700.

Wednesday, June 19, 1700.—Westerly. Early this morning the Admiral sent the twenty-oared boat for Doctor Robinson, who, with Mr. Gregg and the Lunenburg Envoy, came on board about three afternoon; but at two the Admiral received a compliment from Count Guldenleew by several of their captains and volunteers, with the following letter in Danish language translated thus:—

Sir,—I very much thank your Excellency for your obliging letter of the $\frac{1}{2}\frac{6}{7}$ June, whereby I am informed of your arrival near the Lapp, and the occasion and design of it, and I can assure you I am so far from taking offence that your Excellency endeavours to execute your King and master's orders, as, I suppose, your Excellency will be from blaming me that I do also execute the orders of my most gracious King and master.

As to the Treaty of Altona, I cannot undertake to say much of it, those being matters relating to ministers and councillors, rather than soldiers, and such as are to execute what has been debated and resolved in council. For the rest, I refer myself to what I acquainted your Excellency with on the $\frac{2}{15}$ by Admiral Gidde and Mr. Hanson, Councillor of

State, and conclude with all the civilities and services that is in my power, and nothing shall be more agreeable to me than to have an opportunity to give you actual proofs that I am, with respect,

Your Excellency's most obedient
and humble servant,

GULDENLEEW.

Dr. Robinson says the Swedes' fleet are come on this side Bornholm, and unless they stop at Ipstadt¹ to transport forces from thence to make a descent into Zealand they may be expected on this side Copenhagen in a few days. The Lunenburg Envoy says all matters are preparing at land for a battle, which he believes will fall very suddenly. About six this evening they went ashore, and the Admiral gave the Lunenburg Envoy eleven guns. Boats from the shore bring accounts of the consternation the Danes are under, and of the great sickness there is in the fleet.

Thursday, June 20.—Westerly; fair, but blowing weather. This afternoon the Governor of Elsenbourg came off, and brought with him the following letter from Count Wachtmeister:—

Monsieur,—Ayant appris avec beaucoup de joie l'heureuse arrivée de Votre Excellence au Sond avec l'Escadre de sa Majesté le Roi d'Angleterre, et celle de les Hautes Puissances Les États Généraux, je n'ai pû m'empêcher d'en féliciter Votre Excellence par celle-ci. Le Roi mon maître m'a aussi commandé de vous en marquer son contentement, et m'ayant déjà donné ordres positives de joindre sa flotte avec les dites escadres au plutôt qu'il se puisse faire, je ne manquerai pas de faire tout mon possible pour les mettre en exécution; mais comme le vent m'a été

¹ *Ipstadt*. Ystad, on the south coast, nearly opposite Bornholm.

contraire, je n'ai pu avancer jusqu'ici que sur la rade d'Ysted, espérant néanmoins que le Bon Dieu par un vent favorable m'apportera bientôt le bonheur de pouvoir satisfaire aux commandements susdites et en même temps d'avoir l'occasion d'assurer Votre Excellence de la bienveillance du Roi mon maître pour sa personne et mon estime pour ses mérites, et la passion avec laquelle je suis

De votre Excellence

le très humble et très obéissant serviteur,

HANS WACHTMEISTER.

Daté au vaisseau le Grand Carle en Mer
Baltique sur la Rade d'Ysted le
19 Juin 1700.

Received also another from him in Danish, dated the 20th, much to the same effect, that he will take the first opportunity of a wind to come down and join us. The Admiral saluted the Governor with seven guns.

Friday, June 21.—W and S by E. Moderate weather. This morning wrote to Mr. Secretary Vernon, Mr. Stanhope, Mr. Cressett, and Dr. Robinson, to give them an account of affairs here, that he only waits the Swedes' fleet coming down to join him, with copies of Count Wachtmeister's letters, councils of war, &c. Wrote to Count Wachtmeister the following letter :—

à bord du Shrewsbury proche du Lapp
ce 21^{me} Juin 1700 v.s.

Monsieur,—C'est avec une extrême joie et satisfaction que j'ai reçu la lettre que Votre Excellence m'a fait l'honneur de m'écrire du 19^{me} instant, d'autant plus qu'elle m'y assure que c'est son intention de se joindre à nos escadres, dont je me promets deux grands avantages, celui d'avoir part à

l'honneur d'être employé avec quelque utilité au service de son Altesse le Duc d'Holstein, et l'autre d'avoir le bonheur d'être connu du Comte de Wachtmeister, du mérite et de la valeur duquel je fais plus de cas qu'aucune personne du monde.

J'ai désiré de m'avancer aujourd'hui plus proche du Sond afin de pouvoir mieux observer les mouvements de la flotte Danoise qui est arrangé en ligne depuis le Chateau de Cronembourg vers Copenhagen ou l'Isle Wenne, en sorte que lorsque votre Excellence paraîtra de l'autre côté je ne sais pas m'imaginer ce qu'ils se proposent de faire pour se mettre en sûreté. Je ne puis espérer qu'une heureuse issue de cette affaire, c'est pourquoi j'en souhaite une prompte exécution, et je suis persuadé que votre Excellence a la même ardeur que moi, qui suis de Votre Excellence, &c.

G. ROOKE.

Comte de Wachtmeister.

Saturday, June 22.—Westerly; fair weather. Early this morning received a letter from Dr. Robinson that he was gone to meet the King of Sweden at Malmoe. Wrote to him that he is getting under sail to draw nearer Cronenburg the better to watch the motion of the Danes, and that so soon as he hears the Swedes are on this side Copenhagen he will, if the wind favours him, push through, as he expects the Swedes will do if the wind is on their side, in order to a speedy junction. That considering there are no ports or assurance of relief in case of disaster, unless the Swedes' fleet comes near the Isle of Wenn to be ready to join, it will be hazardous and unadvisable to go through till their arrival; but if the wind favours, and the Swedes come down so as to attack the Danes where they lay, it is hardly possible for one of them to escape. That he sends

Count Wachtmeister a copy of sailing and fighting instructions and would be glad to have one of his in lieu. That it will be necessary to have the channel of Valtersbon buoyed, and to have pilots, whether they may be made use of or not, desires, with his duty to the King of Sweden, to acquaint him with these matters, and that he is very zealous for his service. At nine this forenoon we weighed and stood up nearer the Lapp, and anchored at half-past eleven in fourteen fathom water, the Cole bearing N $\frac{1}{2}$ E, and Elsinore Castle SE $\frac{1}{2}$ S, Elsenbourg SE and E, the West Point W $\frac{1}{2}$ N.

Wrote also the following letter to Count Wachtmeister :—

Shrewsbury, &c.

Monsieur, — J'ai reçu la lettre que votre Excellence m'a fait l'honneur de m'écrire du 20^{me} instant pour réponse de la mienne du 16^{me}, par laquelle j'aperçois que c'est l'intention de votre Excellence de s'avancer jusqu' à la Baie de Coge¹ et ensuite de ne perdre aucune occasion de mettre en exécution notre jonction, ce qui à mon avis nous mettra en état d'exécuter sur la flotte Danoise, dans la posture où ils sont, tout ce qui peut contribuer au service public et à leur destruction.

S'il se présente quelque chose à votre Excellence qui rende la jonction de nos flottes plus facile que ce qui a été proposé dans notre dernière Conseil de Guerre, je la prie de nous en faire part, étant prêts d'y conformer nos procédures.

Selon ce qui a été concerté et dont on est convenu à Gottenbourg, j'envoie à votre Excellence une copie de nos instructions étant à la voile et pour le combat avec les signaux particuliers qui en dépendent traduits en français.

¹ *Baie de Coge.* Kjøge Bay, on the coast of Denmark, south of the Sound.

Je n'ai plus rien à ajouter pour le présent que les assurances de mes très humbles services et de mon estime particuliere, étant de votre Excellence, &c.

G. ROOKE.

Count Wachtmeister.

This evening received a letter from him that he was under sail coming from Ystedt to Malmoe, where he would make a stop until he could buoy the grounds, the Danes having taken away theirs, and fortified the Drake's passage,¹ but that he could not come

¹ *Drake's passage* is the narrow passage between the islands of Amager and Saltholm, leading to Copenhagen. It may be as well here to give an account of the complicated conditions which determine the navigation of the Sound. The islands of Amager, or Amach, and Saltholm, with their sands or grounds, occupy a large portion of the Sound between Zealand and the Swedish coast. Between the shallows are several passages, called 'Render' by the Danes, and 'Ränner' by the Swedes. These are passable by large ships, which must sail either east or west of Saltholm. The passage between Amager and Saltholm is called 'Drogen'—in the text the 'Drake's passage' ('Drog' in Danish is a dunce or sluggard, a 'drake' is 'Andrik'). This is the way taken by most ships passing to and from the east sea. This passage is the deepest, and large ships of war can pass through, but three-deckers of the old type had to unship their guns. The passage is very narrow. A battery on Amager, if it cannot altogether prevent the passage, can at least make it difficult. The Swedish fleet passed through it in 1644, and to prevent this in future King Christian IV. built a blockhouse on the sand which runs out from Kastrup, called 'Kastrup's Riff,' or the 'Knee.' This extends a mile from the shore, and ships have to sail round it, and approach Saltholm. North of the Knee of Kastrup lies a second sand, called 'Middelgrund.' This is about three miles long and a mile broad. Two passages cut through this sand. The easternmost, which lies between the Middelgrund and the sand extending NE of Saltholm is the broadest and deepest, and is called 'Hollænder Dybet,' the 'Dutchman's Deep.' Ships passing to or from Copenhagen and then through the Drogen generally take this passage. The westernmost passage, which lies between the Middelgrund and the sands stretching out from Copenhagen, is called the 'King's Deep.' It formed the usual roadstead for the Danish fleet, and a narrow passage leads from it to Copenhagen and along the north coast, called

through the Great Belt, as was proposed, his great ships drawing twenty-three and twenty-four fathom water, and there not being above eighteen in that Belt. So he would lose no time in coming down.

Sunday, June 23.—Westerly ; fair weather and moderate. At noon came on board Comte de Vried, lord chamberlain of the King of Sweden's household, son of Count Vried, president of the council and first minister of state, with a compliment from his Majesty, who was last night at Malmoe in expectation of the fleet. He also brought a very complaisant letter from Count Wachtmeister that he would be making the best way the winds would permit to join. He went away about four afternoon, with a salute of fifteen guns. Wrote to Dr. Robinson by the Count to let the King of Sweden know, with his humble duty, how sensible he is of the honour his Majesty has done him by which as well as his master's commands he is particularly engaged to his Majesty's service, &c.

Monday, June 24.—Westerly ; fair weather. This morning wrote to Mr. Robinson, to tell him he thought that point relating to command had been plainly understood at Gottenburg, for he could yield to no other than those proposed, and therefore hoped he would settle it so with the ministers of Sweden, as there might be no confusion in the junction. Received this morning packets from Mr.

'Renden.' The northern end of this is called the 'Fox's Tail,' and it is now defended by the battery of Trekronen. On the south-eastern side of Saltholm runs the Flinterenden, the gun or musket passage, along the coast of Sweden. This is also used in going to and from the east sea ; but it is more tortuous than the Drogen, and contains several sandbanks. It is, therefore, more shallow and more dangerous, and cannot be used by ships which draw much water. Flinterenden leads into the harbour of Malmö, and is generally only used by the smaller vessels. Such was the condition of things in the days of Rooke.

Secretary Vernon, Mr. Stanhope, Mr. Cressett, Mr. Gregg. Mr. Secretary and Mr. Stanhope both write that they hope matters will very soon be adjusted, that Monsieur Laliers had lately, at a conference at the Pensionary's, declared his Majesty's of France's intentions to join with England and Holland in bringing the Dane to reasonable terms. That he had ordered a plan to be drawn, wherein he had proposed England and Holland to be joint mediators with him and the affairs of the north. But Mr. Cressett writes that there is greater prospect of a battle than an armistice at land. Wrote the following letter to the Count Wachtmeister

A bord du Shrewsbury, &c.

Monsieur,—J'ai reçu les lettres que votre Excellence m'a fait l'honneur de m'écrire du 21^{me} et 23^{me} instant, la première des quelles, pour réponse au Conseil de Guerre, j'ai communiqué à l'Amiral Allemonde et nous sommes tous deux du même sentiment en toutes choses que votre Excellence à l'égard de notre jonction et du transport de troupes qu'on fera dans la suite selon qu'on le jugera nécessaire; et pour ce qui est du passage de la flotte de votre Excellence au travers du Belt, on n'en a fait mention que comme ayant été concerté à la Hajj, quoique j'avoue que je ne l'ai jamais cru praticable. Je suis fâché que les vents continuent contraires aux intentions de votre Excellence de passer le canal de Valsterbon,¹ en quoi je lui souhaite un bon succès, afin que nous puissions plus aisément faire notre jonction et prendre nos mesures pour quelques exécutions publiques.

Je ne saurais assez reconnaître les expressions obligeantes dont votre Excellence se sert dans la

¹ *Valsterbon*. Falsterbo is the extreme south-eastern point of Sweden, at the entrance to the Sound.

sienne du 23^{me}, qui augmentent de plus en plus l'inclination et l'envie que j'ai d'avoir l'honneur d'être personnellement connu du Comte de Wachtmeister, et je ferais tous mes efforts possibles pour me maintenir toujours dans son estime et prétendre avec quelque justice au caractère que je prends d'être de votre Excellence le très humble et

très obéissant serviteur,

G. ROOKE.

Comte Wachtmeister à Malmoe ou ailleurs.

Wrote to Mr. Secretary Vernon, and sent him duplicates of his letters and papers therein mentioned of the 21st instant by the John and Elizabeth, of Lynn, Thos. Browne, master.

Tuesday, June 25.—Westerly. Wrote to Mr. Vernon in answer to his of the 4th, 7th, and 11th instant, and acquainted him that things are at the same pass here as before, the Danes being still ranged under their Castle of Elsingor. That so soon as Count Wachtmeister passes the Channel of Valtersbon, which he writes he is endeavouring to do, he does not see how the falling out with the Danes can be avoided unless an armistice prevent it. That the King of Sweden is at Malmoe, and sent Count Wrede to compliment him, &c. Wrote to Mr. Stanhope and Mr. Cressett much to the same purpose. Sent the latter duplicates of several letters which he sent from Gottenburgh and this place through the Danish territories, and supposes they have been intercepted. Wrote to Mr. Gregg¹ to own the receipt of his of the 22nd and 23rd, with advices that he intends, so soon as the Danes sail, he will not be far astern of them. That he has been told to-day that one of our lieutenants has

¹ *Mr. Gregg.* Hugh Gregg was British Envoy to the Court of Denmark from 1693 to 1702.

been confined ashore at Elsinore, and desires he will inform himself and report the matter: that if the lieutenant has been the aggressor he may punish him, if not, demand satisfaction for the affront. Wrote to the navy board to send the muster-master orders to muster the ships to their middle complement according to the old establishments as the lords of the admiralty have lately directed, which he says he has not yet received from them. Had news this evening from the shore that the Danes weighed, and being calm came to an anchor again, but that they had orders to sail, as was supposed, to Copenhagen.

Wednesday, June 26.—Westerly. About eleven this forenoon, the signal being made from the Castle at Helsenburg that the Danes were under sail, the Admiral immediately got under sail with the fleet and bore away for the Sound. About five saluted Cronenburg Castle with three guns, which was answered with the like number, and about eight got within two miles of the Island Wenn, where being calm the fleet came to an anchor within sight of the Danes, who are posted at the entrance of the channel on this side the grounds, as the Swedes are on the other side, about four or five miles distance. Wrote Mr. Secretary Vernon an account hereof as also Count Wachtmeister.

Thursday, June 27.—SE. Fair weather, the wind coming fresh at SE, and a strong current setting out, so that the Dutch who were ranged in the Gutt, could not get to windward. The Admiral was obliged to continue here, and sent Count Wachtmeister an account thereof, as also Mr. Secretary Vernon, Mr. Cressett, Mr. Stanhope, and Dr. Robinson. About seven afternoon a Danish frigate bore down and saluted the Admiral with nine guns, which the Admiral answered with five,

and Colonel Hundorf, commander of the guards, now their marines, came on board and acquainted the Admiral he was come from Count Guldenleew, who was surprised to see the English in the Sound, to know upon what account the Admiral was come into the Sound. He replied that he had already given Count Guldenleew notice by letter, as well as by Admiral Gidde of his reasons, but the other pressed to know whether in case the Danes should attempt anything against the Swedes, or the Swedes against them, if the Admiral would assist them. He answered to this that his orders, as he had already acquainted the Count was so to do, and to make good the guaranty of the Treaty of Altona in conjunction with the Swedes, as his Majesty's honour was engaged to maintain the same, upon which, after some ceremonial compliments, the Colonel went off with a salute of seven guns. He went immediately ashore to Elsinore, and the frigate returned to the Danish fleet.

À bord du Shrewsbury dans le Sond proche de Wenne ce
27^{me} Juin 1700, v.s.

Monsieur,—Celle-ci est pour donner avis à Votre Excellence que hier sur le Midi on fit le signal du Chateau d'Helensbourg que la flotte Danoise s'était mise sous les voiles, sur quoi j'ai levé incontinent l'ancre, et le vent nous amena jusqu'ici, mais s'étant fait calme et le courant nous repoussant je fus obligé de mouiller aussi bien que les Hollandais qui purent à peine gagner en deçà du Chateau, de sorte qu'ils ne peuvent s'avancer d'avantage jusqu'à ce que nous ayons un bon vent.

Nous sommes environ trois lieues derrière une partie de la flotte Danoise dont nous nous approcherons plus près au premier bon vent, et j'espère que Votre Excellence prendra patience jusqu'à

ce temps-là pour forcer son passage de peur que je ne fusse prévenu à partager l'honneur d'amener ces gens-là des termes raisonnables qui est ce que je souhaite avec le plus d'ardeur, et ensuite de pouvoir mériter le caractère que je prends d'être, Monsieur, de Votre Excellence

le très humble et très obéissant serviteur,
G. ROOKE.

Monsieur le Comte de Wachtmeister.

Friday, June 28.—SE, fair weather, with a very fresh gale at SE. Wrote this morning to Mr. Cressett to give him an account of our position here, and of the message received yesterday from Count Guldenleew, as also to Mr. Secretary Vernon and Mr. Stanhope. In the evening Mr. Gregg came on board from Copenhagen, but brought no news of a cessation, &c. This evening the wind came westerly, with blowing, rainy weather.

Saturday, June 29.—Westerly and calm. About five this morning, being fair weather and a gentle breeze at WNW, weighed and stood up nearer the west end of the island of Wenn, which bore SSE, and Elsinore Castle N $\frac{1}{2}$ W. The Danes at the same time weighing and plying up towards us in a line of battle, about six we came to an anchor, and the Danes at half-past ten. At eleven we received advice from Mr. Robinson that the Swedes, having yesterday held a Council of War, had resolved to send back their great ships (being three) which could not pass the grounds, and to come down to join the English and Dutch on the Swedish side of the Saltholm¹; and withal that they would send a vice-admiral to consult about the methods of joining with safety. At eleven the

¹ *Saltholm* is an island off Copenhagen, at the southern entrance to the Sound. See above.

Admiral wrote to Mr. Robinson the following letter and copy of a council of flag-officers held on board the *Union* this morning, Admiral Allemonde being indisposed in his health, viz. :—

Shrewsbury, &c. : June 28, 1700, O.S.

Sir,—I doubt what I suspected yesterday is coming to pass to-day, for if the Danes' fleet advances, as they seem to intend, we shall be forced to engage or make a scandalous retreat. I confess I am inclinable to the former, but the enclosed is what is agreed.

I have just now received yours of yesterday, and like the intention of sending the great ships away, and coming through the channel of Saltholm with the rest. Whenever we hear they are on this side the channel, if the wind favours us, I hope we shall make no difficulty of joining them ; and I hope they will make as little if the wind favours them. I hope we may have a better dependence on the channel of Valterbon being buoyed, in case any misfortune befall us.

I can't see there is any occasion of signals for our joining, because we shall always keep within sight of the Danes ; and if we were joined we can't all engage together—we shall out-line them so much.

The Danes are just come to an anchor about two leagues of us, we having but little wind. The Dutch begin to be very angry at the loss of the last opportunity, and are very willing to retreat out of the Sound, which I think would be too dishonourable, and, I hope, what we shall not be pressed to. I have nothing more to add but the assurance that I am

Your most obedient humble servant,

G. ROOKE.

Mr. Robinson, at Malmoe.

June 29, 1700, O.S.

At a Council of flag-officers held on board the Union in the Sound.

Present :

Sir George Rooke, Rear-Admiral Hopsonn, Captain Thos. Ley, Lieutenant-Admiral Allemonde, Vice-Admiral Evertsen, Rear-Admiral V. Dussen.

That in regard the Swedes' fleet have omitted the opportunity of joining us, according to our proposition and their agreement, and that the Danish fleet are now advancing towards us : It is resolved that in case the wind prove large, and that the Danes come down upon us, we sail out of the Sound before them ; and, if they ply away upon us, it is agreed that we retreat as far as we can without losing the advantage of the wind ; and in that case it is resolved we engage them to the best advantage we can.

G. ROOKE.

THO. HOPSONN.

THO. LEY.

P. VAN ALLEMONDE.

J. EVERTSEN.

P. V. DUSSEN.

The following letter also wrote to the Count Wachtmeister :—

Monsieur,—Nous attribuons au malheur, que l'occasion de nous joindre que le vent offrit hier à Votre Excellence est perdue. La flotte Danoise s'avance sur nous, et je doute que nous nous dévions attendre à aucune assistance de la flotte de Votre Excellence, de sorte que nous sommes obligés de faire le mieux que nous pourrons ; et nous espérons que ce sera en gens d'honneur. Nous sommes, Monsieur,

de Votre Excellence

les très humble et très

obéissants serviteurs,

G. ROOKE.

P. V. ALLEMONDE.

Count de Wachtmeister.

About six this evening the Admiral received a compliment from the King of Sweden by the Count de Wrangel, attended by several other Counts, who came off with President Robinson. They could give no account of the fleet, but that the King was sorry¹ they had not joined with the last wind. They went in a hour after to compliment Admiral Allemonde. The Admiral saluted them with thirteen guns, and sent the Mary yacht to attend them to Landscroone, or Malmoe if they desired it. About nine a Danish frigate came down and anchored about two miles to the SW of the fleet, and at ten the Captain came on board and acquainted the Admiral he had on board him Admiral Gidde and Monsieur Hanson, with a message from their King; but it being late desired to know when they might wait on the Admiral, who returned answer: To-morrow morning at six, or if urgent to-night.

Sunday, June 30.—Calm all the forenoon; in the afternoon a fine breeze at SE. At six this morning Admiral Gidde and Monsieur Hanson came on board, and after some compliments from Count Guldenleew they told the Admiral that they were come by the King's command, arrived by express from Rensburg to let him know he had accepted of the mediation of England and Holland with that of France, and hoped as the ministers of England and France had declared, there would be no acts of hostility committed during the negotiation, to which the Admiral answered that so soon as he had intimation of this from his master's ministers, he would comply therewith, but in case the Swedes

¹ *The King was sorry.* Wachtmeister was unable to proceed by the narrow passage, which was alone open to him, because the buoys had been removed. Charles XII. had been on board the Fleet, but had left it at Ysted.

should pass through the grounds¹ and be interrupted by the Danes he was, by the strictness of his orders, obliged to sustain and assist them ; but in regard they had lost their opportunity of the last wind, he did not expect they would come before a notification of the cessation or armistice should arrive. They also assured him they had no orders from their master to insult either fleet, but only to defend themselves and their ports. This was the substance of their conference ; the rest only compliments in general. They went to Admiral Allemonde, and the Admiral gave them thirteen guns. In the afternoon wrote duplicates of all the letters he had wrote to Mr. Cressett, and sent him word how Admiral Guldenleew had promised by Admiral Gidde to forward the same by express immediately to him. He sent Captain Kerr with a compliment to Count Guldenleew, and to desire he would please to send the packet he had, according to Admiral Gidde's desire, given him the trouble of, to Mr. Cressett, which he hoped would hasten to him a notification of the armistice. The Danish frigate that returned with Admiral Gidde and Monsieur Hanson saluted the Admiral with thirteen guns, which he answered with eleven. Captain Kerr returned between eleven and twelve, and says Count Guldenleew said he would take care of the packet.

Monday, July 1.—Southerly. Early this morning Admiral Taube and Baron Sparre, with several Swedish gentlemen, came on board, and at nine called a council of flag-officers, which was as follows :—

¹ *The grounds.* The passages through the Sound. The principal of these was called 'Middelgrund.'

A Conference of flag-officers held aboard his Majesty's ship Shrewsbury in the Sound.

Present :

Sir George Rooke, Admiral Taube, Vice-Admiral Evertsen, Rear-Admiral Hopsonn, Baron Sparre, Rear-Admiral Vanderdussen, Captain Tho. Ley.

It was proposed to send the great ships of Sweden, that cannot pass the channel, home.

The general opinion is that it be so ordered.

That we defer moving towards a junction till Saturday next, in expectation that the mediation for a treaty is adjusted.

It is so agreed.

That we have an account of the Valsterbon Channel from the Admiral-General of Sweden.

It is so agreed.

That the consideration of the manner of our joining be deferred to Saturday next ; and in case we have no account of the conclusion and agreement of the mediation by that time, it is resolved that we determine to prosecute our junction in the best and speediest measure we can.

G. R.

T.

J. E.

T. H.

S.

P. V.

T. L.

About noon the Governor of Landscroone and the rest of the Swedish gentlemen who came with Admiral Taube returned, and the Admiral gave them seven guns ; and after dinner the Admirals Taube

and Sparr went aboard the Dutch Admiral, and had also a salute of fifteen guns.

In the evening about seven the Admiral had a compliment from Count Guldenleew that he had taken particular care of his packet to Mr. Cressett; and as he did not doubt but it would be safe delivered so he hoped the differences in these parts would also quickly be accommodated. The Admiral gave the captains who brought the same five guns.

Tuesday, July 2.—Southerly; fair weather. This morning wrote to the Lords of the Admiralty, to let them know what passed since the 28th ultimo; to Mr. Stanhope, Mr. Secretary's letter open, to be laid before the King if he is come to Holland. In the afternoon Monsieur Okerman,¹ secretary of state to the King of Sweden, Admiral Taube and Baron Sparre came on board; and, Admiral Allemonde being indisposed they went on board him, but could come to no resolution, the Swedes pressing that the English and Dutch should move nearer the Danes, and the others that they should first pass the grounds. They returned at night to Landscroone.

Wednesday, July 3.—Southerly; fair weather. Early this morning received an answer from Mr. Robinson that the Swedes were sailed from Valsterbon Channel to Flinterenden,² with intention to pass. About seven Colonel Hunsdorf came down in a Danish frigate from Count Guldenleew, and brought the following letter:—

Monsieur,—Les Suédois ayant mis ce soir à la voile m'ont fait connaître contre toute apparence et

¹ The proper name seems to have been Akerhielm, as in Robinson's despatches.

² *Flinterenden* is the passage along the coast of Sweden leading to Malmö. It is shallow and difficult to pass, having many sandbanks. See above.

au plus loin de ma pensée que leur dessein est de passer par le Flintrenden, ce qui selon moi est très préjudiciable aux intérêts de Sa Majesté le roi mon maître, d'autant qu'ordinairement il n'est point permis selon les anciennes coutumes qu'on pratique sur mer à aucune flotte ou vaisseau de s'approcher si fort par le dit passage des côtes de Sa Majesté, à la réserve de ceux qui sont destinés pour Malmue, je ne puis croire non plus qu'en cas qu'ils cherchassent à se joindre à la flotte anglaise et hollandaise elle voulût de son côté se résoudre à cette jonction après la part que j'ai déjà donnée à votre Excellence dans une lettre française de la résolution qu'on a prise touchant les Médiateurs dans le différent entre Sa Majesté et le Duc de Holstein Gottorp. Je me trouve pour le présent en la nécessité de lui demander, que si la dite résolution a été communiquée en quelque façon à votre Excellence soit du Roi d'Angleterre, soit de quelqu'un de ses Ministres, elle voulût selon la parole, que votre Excellence en donna le onzième du courant à l'Amiral Gidde et au Conseiller d'Etat Hanson, me le notifier s'il est possible par Monsieur le Colonel de Hunsdorf porteur de la présente, et qui si elle n'en eut encore rien appris, Votre Excellence voulût me faire connaître si son intention est encore de se joindre aux Suédois, ou d'être neutral conjointement avec l'Amiral Allemonde au cas que la flotte de Sa Majesté le Roi de Danemark et celle du Roi de Suède en viussent aux mains tant au sujet du passage libre sur les eaux et côtes de Sa Majesté pris contre tout droit, que d'autres entreprises ; sur quoi j'ose prier votre Excellence de répondre à souhait afin que je puisse prendre là-dessus mes mesures, et regarder tant le Roi d'Angleterre que les États Généraux comme ses Médiateurs, ce qu'ils sont en effet dans les différends qui sont sur le tapis entre

Sa Majesté et le Duc d'Holstein. Au reste je
suis, Monsieur, de votre Excellence
le très humble et très
obéissant serviteur,
GULDENLEEW.

To which letter the Admiral made the following
answer by Colonel Hunsdorf:—

Monsieur,—J'ai reçu la lettre que votre Excel-
lence m'a fait l'honneur de m'envoyer par Monsieur
le Colonel Hunsdorf, et selon les ordres qu'elle me
donne je suis obligé de lui faire savoir par celle-ci,
comme je fis l'autre jour par Monsieur l'Amiral
Gidde et Monsieur le Conseiller Hanson, qu'en cas
que la flotte Suédoise tâche à se joindre à la nôtre
et à celle des Hollandais nous sommes obligés par
nos instructions, sur le pied de la Garantie du
Traité d'Altona (qui regarde aussi bien le Roi de
Suède que le Roi mon maître et les États Généraux)
de nous joindre à la flotte Suédoise et de l'assister,
et rien ne me peut excuser si je n'exécute les dites
Instructions que des ordres du contraire de la part
du Roi mon maître et des États Généraux, ou une
notification de leurs Ministres à Rensbourg d'une
Armistice dont on soit convenu pour l'accommode-
ment des différends sur quoi la susdite Garantie
est fondée. Je suis avec toute l'estime possible,
Monsieur, de votre Excellence
le très humble et très
obéissant serviteur

G. ROOKE.

Monsieur le Comte Guldenleew.

Admiral Allemonde added the following memo-
randum:—

Que les Lettres des Ministres des États Géné-
raux a Hambourg du 9^{me} du courant ne font aucune

mention que la Médiation selon la Résolution du Roi de Danemark qui nous a été nouvellement communiquée par l'Amiral Gidde et le Conseiller Hanson ait été offerte au Roi d'Angleterre et aux États Généraux ou à leurs ministres.

In the afternoon the Danes' fleet loosed their foretop-sails, upon which the Admiral did the same ; and they altered their posture, and seemed to haul some of their ships nearer Copenhagen.

Thursday, July 4.—Early this morning received several letters from Mr. Cressett, who says the moyens,¹ lately pretended² by the Danish, &c., was only a trick to put off the Guarants, and that the proposition of the English and Dutch mediation was only made by the French minister when the English and Dutch ambassadors were present, but that they, having no orders therein, could be of little use, so that the Danes' intention is only to evade and put off the business as much as possible, being induced thereto by the large promises he has from Brandenburg. Received also letters from Mr. Secretary Vernon that the King set out this morning from London on his way to Holland. Received an express from Count Wachtmeister and Dr. Robinson that yesterday morning the Swedes' fleet passed the Flinterenden, but one of their ships being on the sand, and some not yet come through, he was obliged by that and the calm that happened last night to anchor off Malmoe, but would weigh and advance in order to the junction early this morning. About nine went on board Admiral Allemonde, where was held a council of flag officers, and resolved as follows :—

¹ *Moyens.* The original letter was apparently in French.

² *Pretended.* Put forward.

At a Council of flag-officers held on board the Union, July 4, 1700.

Present :

The Honourable Sir George Rooke, Knight, Admiral, &c. ; the Honourable Lieutenant-Admiral Allemonde ; Thos. Hopsonn, Esq., Rear-Admiral ; Vice-Admiral Evertsen ; Captain Thomas Ley ; Rear-Admiral Vanderdussen.

That, having an account from the Count de Wachtmeister that the Swedes' fleet is passed the grounds and channel of Flinterenden, it is resolved that we sail off of Landscroone, in order to join them, but that we do not proceed further before a shift of wind, lest we put the whole fleet to leeward of the Danes, or that other circumstances render it necessary upon a further consideration.

G. R.

P. V. ALLEMONDE.

THO. H.

J. EVERTSEN.

THO. L.

P. V. DUSSEN.

At ten sent Mr. Secretary Gregg and Captain Martin in the Mary yacht to let Count Guldenleew know we are only going to Landscroone for provisions and water, that he may not be surprised at our motion.

Thursday, July 4. — Westerly. At eleven weighed, and stood away for Landscroone between the Island Wenn and the Swedish shore, being very dirty weather ; at three (afternoon) anchored in fifteen fathom water, Landscroone bearing E by N, and the west point of the Island of Wenn NNW. About five Mr. Robinson came off from Landscroone, and at nine Mr. Secretary Gregg returned in the yacht from Count Guldenleew, who was very much displeased at our joining the Swedes, but did not doubt our receiving the confirmation of the

armistice by the answer to the express sent by him to Mr. Cressett.

Friday, July 5.—Westerly ; dirty, blowing weather. This morning received an express from Count Wachtmeister, with a draught of Flinterenden Channel and the Swedes' line of battle, and that he would take the first opportunity of a wind to come down and join the Admiral.

Saturday, July 6.—Westerly. Early this morning, blowing a fresh gale westerly, Mr. Robinson went ashore to Landscroone, and Mr. Secretary Gregg in the yacht to Elsinore. This day wrote to Mr. Secretary Vernon, Mr. Secretary Blathwayt, Mr. Stanhope, and Mr. Cressett, to give them accounts of what has passed here since the 2nd instant, with copies of Count Guldenleew's letter about the Swedes passing Flinterenden Channel, and the Admiral's answer thereto. About four, afternoon, the Swedish fleet appeared under sail, advancing towards us, and about ten they came to an anchor to the southward of the fleet.

Sunday, July 7.—About six this morning, blowing a fresh gale at W and by S, Admiral Wachtmeister called a Council of the Swedish flags, and about seven sent Rear-Admiral Baron Sparre to the Admiral with a compliment, and to know whether he would appoint a conference, or (as he inclined) weigh and ply up near the Danes, and then confer on proper measures, to which the Admiral replied he would weigh immediately, and come to an anchor to the westward of the Danes, and that if he pleased to do so against the southermost of them, he would order a Dutch ship to lie between them, and hold a Council in the afternoon ; this he sent Admiral Hopsonn with a compliment, also to let him know his intentions. Note.—Admiral Wachtmeister gave Mr. Hopsonn sixteen guns. At half-past seven

LINE OF BATTLE.

*Admiral Ankarstierna to lead with the starboard tacks and
Admiral Taube with the larboard tacks aboard.*

Frigates and Fireships	Ships' Names	Number of Guns	—
Wismaer 46 .	Bahuus . .	74	Vice-Admiral Nummers
	Carlscona . .	70	
Branders .	Wachtmeister .	50	Admiral Ankarstierna
Salamander .	Pomern . .	56	
Etna . .	Wrangel . .	70	
	Sverige . .	80	
	Wessmanland .	64	Scout by N ^t Wattrang
	Leffland . .	50	
	Småland . .	70	
	Norköping . .	52	Scout C ^t Sparre
	Estland . .	52	
Fama 16. .	Victoria . .	70	
Brand . .	Oesel . .	50	
Phoenix 4 .	Finland . .	64	Admiral General Wachtmeister
Dolphin 4 .	Bleking . .	70	
One Bomb Ketch .	Princesse Ulrica .	80	
	Frederica Amalia .	64	
	Sormland . .	56	Vice-Admiral Prou
	Princesse Hedwige Sophia . .	80	
	Halland . .	54	
	Gothland . .	54	
Neptunus 16 .	Giota . .	76	Admiral Taube
Brand . .	Stockholm . .	70	
Prophet Daniel	Skåne . .	64	
	Calmer . .	50	
	Wreden . .	52	Scout by N ^t Ruuth
	Gioteborg . .	54	
	Wenden . .	70	
	Hercules . .	62	

weighed and plied to windward till eleven, until we anchored in fifteen fathom water. West point of Scarlet Island,¹ N ; Copenhagen, SW ; Landsroone, NE. It blowed so hard with squalls that boats could not easily pass this afternoon, so that it was agreed to defer the conference till early tomorrow morning.

Monday, July 8.—About six this morning, blowing very fresh westerly, the Catwyke, Captain Lynslager, commander, being placed about middle way between the Shrewsbury and Swedish Admiral, the flag-officers of both fleets met, and, after usual compliments and several debates, the following resolution was taken :—

At a Council of flag-officers held on board the Catwycke before Copenhagen July 8, 1700 O.S.

Present :

Sir George Rooke,	Vice-Admiral Nummers
Knight, Admiral, &c.	Vice-Admiral De Prou
Rear-Admiral Hopsonn	Rear - Admiral Baron
Captain Thos. Ley	Sparre
Count Wachtmeister, Ad-	Admiral Allemonde
miral-General	Vice-Admiral Evertsen
Admiral Ankarstierna	Rear-Admiral V. Dussen
Admiral Taube	

Upon a debate and consideration of the state and posture of our affairs, with relation to the circumstance of the wind, the Danish fleet being got within the Riffe² and are now warping into the Tallboore.³

It is agreed and resolved to advance with the

¹ *Scarlet Island.* Another name for Hveen.

² *The Riffe.* Refshaleö, an island in the Sound, close to Copenhagen.

³ *Talboore.* Toldboden, close to the citadel.

fleet as near Copenhagen as we can, the Swedes to be to the southward and the English and Dutch to the northward, and if it be practicable, to insult them with our fire-ships and frigates, or if they disarm, and haul into their basin, that then we endeavour to bombard them.

And in case the King of Sweden shall think fit to make any descent into the King of Denmark's dominions or otherwise: It is agreed that the Admiral-General Count Wachtmeister do make a detachment of his said Majesty's ships to cover the said transport, while the rest of the fleet executes the designs and resolutions upon the Danish fleet.

This afternoon the Admiral ordered the Lowestoft and Queenborough to ply up as near the Danes' fleet as they could, to discover what they were doing or whether they were making any fortification to defend themselves. In the evening Captain Underdown returned the Admiral word that he had been close in with the Danish fleet, but could not perceive they had made any fortification ashore, but that they were hauling in as fast as they could, and seemed to be in confusion; some of their scouts came out and sent their lieutenants on board him, but did not offer to stop or hinder his going in.

Tuesday, July 9.—Westerly. Past five this morning, with a gentle breeze at W by S, got under sail and plied up to Copenhagen, where last night the Danes had warped in their whole fleet and seemed this morning to lay all in a huddle, and at noon we anchored in seven fathom water, the middle of Copenhagen bearing SW $\frac{1}{2}$ S, about four miles distant. Sent in the Hampshire, the frigates, and bomb vessels, to stand as near as possible to the Danes' fleet. At four went on board the Portland, and having viewed the Danes' situation, &c., stood in with the yacht pretty near, and placed the bomb ketch

with English and Dutch ships to guard her. About six a Danish captain came on board the yacht and brought the following letter from Count Guldenleew.

Monsieur, — Nos frégates de garde en rencontrèrent hier deux de la flotte de Votre Excellence. S'étant approchés plus près que de coutume les nôtres les prièrent de ne pas passer outre, leur représentant que d'ordinaire on ne traverse pas ainsi des gardes avancées d'une armée navale ; sur quoi ils revirèrent de bord et les choses se passèrent aimablement. Cependant aujourd'hui, d'autres ayant fait la même manœuvre et dans notre rade, un Capitaine des nôtres s'est trouvé obligé d'aller à bord de Votre Excellence pour s'informer de ses intentions, et nous a rapporté que Votre Excellence lui a dit pour toute réponse que ses ordres portaient non seulement de passer nos fregates de garde mais même nos vaisseaux de guerre. Cependant dans l'endroit où nous sommes mouillé, n'y ayant point d'autre passage que celui qui mène à Copenhague, et ne croyant pas que ce soit le dessein de Votre Excellence d'y aller, je la prie de vouloir me faire connaître ce que je dois juger d'une telle réponse, ou la paix, ou la guerre, m'étant toujours flatté qu'elle serait pour la première quoique les bâtimens qui viennent sonder et reconnaître les lieux me pussent faire présumer le contraire. J'attends une bonne et prompte réponse et je suis,

Monsieur, de votre Excellence
le très humble et très
obéissant serviteur,

GULDENLEEW.

Monsieur l'Amiral Rooke, &c.,
à bord Xtianus Quintus :
ce 20 juillet, 1700.

To which the Admiral made the following answer :—

à bord le Mary yacht :
9 juillet, 1700, v.s.

Monsieur,—J'ai reçu la lettre de Votre Excellence, de ce jourd'hui, et pour réponse je lui dirai que j'espérais que l'escadre du Roi mon maître et des autres Garants du Traité d'Altona se montrant dans ces mers, jointe à leur Déclaration auraient eu avant cette heure le poids qu'on s'en devait promettre auprès de sa Majesté Danoise. Mais ces deux choses n'ayant point produit d'effet, nous nous croyons obligés de mettre quelque chose en exécution qui montre le ressentiment du Roi et des États Généraux, nos maîtres, du mépris que sa Majesté Danoise fait de la dite Déclaration, ce que nous espérons n'attirera point de guerre, mais l'établissement d'une paix. Je suis, avec beaucoup d'estime, Monsieur, de Votre Excellence

Le très humble et très obéissant serviteur,
G. ROOKE.

À Monsieur le Comte de Guldenleew.

About nine Admiral-General Wachtmeister came on board the yacht, and about ten the Admiral received another letter from Count Guldenleew :—

d'abord de X^{nus} 5^{tus} :
20 juillet, 1700, N.S.

Monsieur,—C'est avec surprise que j'ai lu la lettre que Votre Excellence m'a écrite, le contenu étant tout opposé aux ordres que j'ai reçus du Roi mon maître, qui m'obligent à la traiter avec beaucoup d'égard, et en amis, ce qui l'augmente encore sont les menaces dont elle use, et cela après la part que j'ai donnée à Votre Excellence de ce qui s'est passé à l'égard des médiateurs dans l'affaire touchant le Duc de Holstein. Je crois que du moins votre Excellence voudra bien attendre que je fasse savoir son intention au Roi mon maître ; en ce cas je lui enverrai dès ce

soir sa lettre par un exprès et dans très peu je pourrai savoir là-dessus sa volonté, sinon, il faudra que j'attende tout ce que Votre Excellence voudra entreprendre, et cependant

Je demeure, Monsieur, de votre Excellence
le très humble et très obéissant serviteur,
GULDENLEEW.

To which the Admiral sent the Danes' officer away with the following answer :—

Monsieur,—J'ai beaucoup de chagrin de ne pouvoir pas différer plus long temps l'exécution des ordres dont je suis chargé et de la résolution du Conseil de Guerre là-dessus, étant extrêmement porté d'inclination d'être sur de bons termes avec Votre Excellence et de mériter le caractère de, Monsieur,

De Votre Excellence le très humble
et très obéissant serviteur,
G. ROOKE.

À Monsieur le Comte de Guldenleew.

At eleven the Admiral went again to see the bomb ketches, being one English, two Dutch, and one Swede ; and, being returned aboard the yacht, at half-past eleven they began to fire, and at twelve the town also fired with mortars, and continued so to do till two o'clock, when the Admiral finding they did not do the execution that was intended, he ordered them to retire astern and leave off, and the boats which had been in with the shore affirmed many of the shells had fallen amongst their ships, and that they saw two afire but were quickly extinguished.

Wednesday, July 10.—About nine this morning the Admiral returned Count Wachtmeister's compliment, and having desired Admiral Allemonde and the Dutch officers to meet him aboard with Baron

Sparre, there was a consultation of flag-officers, held there, which was as follows :—

July 10, 1700.

*At a Council of flag-officers held on board the
Victory before Copenhagen.*

Present :

Count Wachtmeister	Sir George Rooke
Admiral Ankerstierna	Rear-Admiral Hopsonn
Admiral Taube	Captain Ley
Vice-Admiral Nummers	Lieutenant-Admiral Alle-
Vice-Admiral de Prou	monde
Rear - Admiral Baron	Vice-Admiral Evertsen
Sparre	Rear-Admiral Vander-
Rear-Admiral Wattrange	dussen.
Rear-Admiral Ruuth	

Upon consideration that the Danish fleet are some of them within the Talboate, and the rest in Riefe's Hole, where they have secured themselves by sunken vessels, stages, and booms, which render it impracticable to make any attempt upon them with fire-ships, &c., and that a bombardment has not had the hoped-for success : It is thought the most sensible operation to the Danes will be by making descents of land forces into their country. It is therefore proposed to make a detachment of twelve ships into the eastern sea, and two English and two Dutch ships and a frigate to lie at Gottenburg to cover any transport of forces that his Majesty of Sweden shall think fit to embark.

After the consultation was over the Admiral sent in Captain Crofts with the following letter to Count Guldenleew :—

Monsieur,—J'espère que notre manœuvre de la nuit passée n'a pas causé beaucoup de désordre à votre Excellence. Ce n'a été que pour lui faire voir

que c'est tout de bon que nous agissons, et je me sers de cette occasion pour informer Votre Excellence qu'on a pris des résolutions qui doivent être en bref mises en exécution, qui pourront être très sensibles au roi son maître et au pays, si elles ne sont pas prévenues en condescendant à la déclaration des Garants du Traité d'Altona. Les motifs qui me poussent à donner cet avis à Votre Excellence sont l'inclination que j'ai d'être dans son estime, la passion ardente que j'ai de voir une paix bien établie entre les Princes Protestants, et le grand égard et respect que j'ai pour les têtes couronnées. C'est ce que je prends la liberté d'offrir à la considération de votre Excellence, étant,

Monsieur, de votre Excellence le très
humble et très obéissant serviteur,
G. ROOKE.

Monsieur le Comte de Guldenleew.

About four, afternoon, a Russick vessel came out of the harbour and informed us one of our shells had done great execution in one of their ships, and that they had much ado to put out the fire. About five Captain Crofts returned, and acquainted the Admiral that, he having stood in with his boat, the Danish guardship fired at him and obliged him to come back.

Thursday, July 11. — Northerly ; moderate weather. This morning some English vessels came down, and the Admiral sent on board them to let them know what had passed here ; he wrote to Mr. Secretary Gregg to know in case they should go in to Elsinore, and pay the duty as usual, whether they would let them pass quietly by Cronenburg Castle ; he also sent him Count Guldenleew's letter to deliver it.

The Danes fired several bombs last night, and

guns all this forenoon, but no manner of execution. At four this afternoon the Admiral, perceiving the Danes to haul out their bomb vessels and pontoons, thought it advisable to send in all the boats armed, so soon as it should grow dark, to seize them and their fire-ships, which lay a good way out, supposing they intended to attempt something upon our ships with them ; and, having sent to Count Wachtmeister and Admiral Allemonde, all the boats were immediately sent in to the frigate which lay nearest the Danes, who were to go in and sustain them. But about seven, to the surprise of the Admirals, Admiral Allemonde sent word he had given orders that none of his ships, frigates, or boats were to go in on this expedition, so the enterprise was at an end, and the boats ordered back to their ships. About eight the English and Dutch weighed, and berthed themselves farther out to the northward.

Friday, July 12.—Northerly ; calm. Early this morning the whole fleet weighed and brought themselves into a line about four miles from the town. Count Wachtmeister came aboard in the afternoon and acquainted the Admiral, Rear-Admiral Baron Sparre (whom he had sent to the King of Sweden to lay before his Majesty the last resolutions of the flag-officers) was returned, and he had some proposals from his Majesty to offer at another Council, which was called next day. The Admiral gave the Count seventeen guns for a salute.

Saturday, July 13.—Westerly. At eight this morning the Admiral called a Council of flag-officers, where the following resolutions were agreed on :—

At a Council of flag-officers held on board his Majesty's ship Shrewsbury in Copenhagen Road.

Present :

Sir George Rooke	Rear-Admiral Wattrang
Rear-Admiral Hopsonn	Rear-Admiral Ruth
Captain Ley	Rear - Admiral Baron
Count Wachtmeister	Sparre
Admiral Ankerstierna	Lieutenant-Admiral Alle-
Admiral Taube	monde
Vice-Admiral Nummers	Vice-Admiral Evertsen
Vice-Admiral de Prou	Rear-Admiral V. Dussen

His Excellency Count Wachtmeister acquainting us that his Majesty of Sweden was pleased to approve of the last Council of War, and that his Majesty's intentions are to make a sudden descent into Zealand, and his Majesty having recommended to our further consideration how the fleet can be any ways diverting to the Danes, or contributing to the intended service : It is resolved that there be a detachment of six Swedish ships, three English and three Dutch, to be sent into the south channel of Copenhagen with the bomb vessels, and (if it be found practicable) to make a bombardment on the ships in the Tall boate and Reefes holes, and that, at the same time the descent is made in Coge bay it is proposed to land four or five battalions of Swedes soldiers from the fleets between this and Elsinore.

This afternoon ordered the Carlisle and Lowes-toffe to sail to Gottenburg with three Dutch ships—the Prov, Van Utrecht, and Brill—to cover such forces as should be transported from thence to Jutland or Toningen, if to the first place to stay on that coast and assist in their re-embarkation and

to convey them back to Gottenburg. But if to Toningen, only to see them thither and to return to Gottenburg, where they are to remain till further order.

Sunday, July 14.—Southerly ; moderate gales. This morning wrote to Mr. Secretary Vernon, Mr. Blathwayte, Mr. Stanhope, Mr. Cressett, and Mr. Robinson, to give them accounts of what has passed since our coming to this Road. Copies of Count Guldenleew's letters, and answer to them, with the Councils of War, &c.

Ordered the Portland, Salisbury, Queenborough, Mary yacht, Carcase bomb ketch, and St. George smack to join the six Swedes ships, three Dutch ships and bomb vessels to sail to the entrance of the south channel going into Copenhagen, and, if they find it practicable, to bombard their ships ; if not, to remain there till further order.

In the afternoon the Carlisle and Lowestoft sailed with the three Dutch ships to cover the transports from Gottenburg, as also the ships to the south channel ; and in the evening two Swede ships were aground, but got off safe again.

Monday, July 15.—Westerly ; moderate gales. This morning received a packet from Mr. Cressett, who says the Danes continue so full of tricks and evasions, that he has little hopes of their coming to an accommodation unless something be done to affect them sensibly here, but that the following preliminary propositions were offered, viz. :—

1. Sa Majesté le Roi de Danemark consent de faire Traité non seulement avec son Altesse Sérénissime de Sleswick Holstein Gottorp, mais aussi avec sa Majesté le Roi de Suède et la sérénissime maison de Brounsvig Lunenbourg, Hannover et Zelle sur les différens qu'ils peuvent avoir ensemble.

2. Les Plénipotentiaires des Parties qui seront choisis pour travailler à la paix seront nommés et se rendront à Hambourg, sans que le choix de ce lieu puisse tirer à conséquence, en deux jours après l'échange de la présente Convention, pourtant qu'il sera libre aux deux Parties d'y ajouter ensuite tels autres Ministres qu'ils jugeront à propos.

3. On procédera sincèrement et de bonne foi de tous côtés à l'ajustement des différens pour convenir en peu de jours du gros de l'affaire et des principaux articles qui peuvent être en question et pour cet effet les Alliés remettront deux jours après l'échange de cette convention leurs postulata entre les mains de celui qui sera chargé de ceux de Sa Majesté le Roi de Danemark, bien entendu que comme dans l'éloignement où se trouve Sa Majesté le Roi de Suède, il n'est pas possible de savoir si tôt ses prétentions, il lui sera libre de les proposer le plus tôt que faire se pourra.

4. Pour mettre les Traités en train les parties consentent à une cessation d'armes et de tous actes d'hostilité au pays de Sleswig et d'Holstein et sur l'Elbe pour huit jours après l'échange de cette convention.

5. Les Armées des deux côtés resteront dans leurs camps où elles sont présentement.

6. Le chemin de Stegin à Barek, et de Barek à Segeberge servira de limites aux fourrageurs, ni les uns ni les autres des deux armées ne passeront pas le dit chemin.

7. Pendant le traité, les postes et couriers auront liberté entière d'aller et venir, pourvu qu'ils se tiennent à une demi-lieue au moins des camps, et touchent de leurs cornettes, quand ils en approcheront.

8. La présente convention signée des Ministres des Alliés sera mise entre les mains de Monsieur

Fabricius, Ministre d'État de Son Altesse Sérénissime de Brounsvic Lunembourg à Hambourg pour être échangée avec celle qui sera signée des Ministres de Sa Majesté le Roi de Danemark. Fait à Oldenslö, ce 18^{me} juillet 1700.

Actum Oldeslö ce 18^{me} Juillet, 1700 au quartier de Monsieur le Duc de Zelle.

1. Les Ministres des Alliés ont réservé, que si la Convention projetée ce jour d'hui n'est pas acceptée avant la fin de Mercredi prochain, 21^{me} de ce mois, leurs maîtres n'y seront plus tenus.

2. Monsieur le Baron de Frisendorf ministre de Suède a réservé que cette Convention ne dérogera pas aux Garanties des paix de Westphalie et de celle du Nord, auxquelles Sa Majesté très Chrétienne est obligée. Le dit Ministre déclare aussi qu'il n'est pas instruit pour l'armistice.

3. Les Ministres Alliés recommandent instamment, que ceux des deux Rois et de Messieurs les États Généraux veuillent obtenir à la cour de Danemark que l'on se désiste des Landschattungen, et des impositions extraordinaires dont on charge depuis quelques jours les villes de Monseigneur le Duc de Gottorp sous prétexte de représailles de l'affaire d'Altona, ou de faire décompter ce qui est actuellement payé des contributions ordinaires, et en tout cas réservent expressément à leurs maîtres la liberté de faire des contrereprésailles partout où leurs armes pourront pénétrer.

4. Demandent pareillement les Ministres Alliés que les paysans et chevaux des sujets de Gottorp soient relâchés pendant l'Armistice, faute de quoi ils ne peuvent pas être dispensés de faire prendre des sujets de Danemark et leur bétail.

Though these proposals were agreed to yet he

did not expect it would come to much, and since the cessation only extended to Holstein and the Elbe, and did not relate to hostilities here, he believed nothing would so sensibly affect the Dane, and induce him to comply to reason, as some effectual enterprise on this side, for that their main drift seemed to be to put off matters, so as to drill away the season of the year, and to raise new troubles against the next.

Baron Sparre, having taken a Dutch hoy wherein were a lieutenant and ten or twelve soldiers, recruits, sent them to the Admiral who immediately discharged them, but sent to give the Count Wachtmeister an account of it, who at first seemed resolved to seize them as being contraband goods, but Admiral Allemonde being also of opinion they ought to be dismissed, they had liberty to go where they pleased, that the Dane might have no just cause to interrupt the commerce.

Count Wachtmeister having sent to acquaint the Admiral that he had received a letter from the King of Sweden with some proposals he desired to know when he would appoint to consult, which the Admiral desired might be aboard one of the Swedes ships. So this afternoon the flag-officers met aboard the *Princesse Hedwig Sophia*, and the Count having only to propose that some of our ships, if not the squadron detached to Gottenburg, might be ordered to cruise in the Elbe to curb the insolencies committed by some Danish frigates there, but the ships drawing too much water, the Admiral nor Admiral Allemonde could not agree thereto. Several other immaterial things were proposed, but nothing resolved on.

Tuesday, July 16. — Southerly; close, thick weather. At twelve last night received a letter from Mr. Gregg, from Copenhagen, that he had been

advised by the Government and his friends to keep within doors, for fear of the rabble, who seemed exasperated at the late bombardment; that the account he has from Holstein mentions the King of Sweden and the house of Lunenbourg and Celle, insisting on some articles of difference between them and the Danes which they mix with those of Holstein, and he is afraid may hinder the Treaty on foot; that the late bombardment did no great damage; that he has delivered Colonel Guldenleew the Admiral's letter, and he has promised him to send off such as he shall write provided he read and seal them before Lieutenant-General Shaack. The Admiral had also a letter from Mr. Tighe, who says the people of Elsinore are in great consternation, and are removing all their goods to Copenhagen for fear of a bombardment.

The Admiral wrote to him to acquaint him that he did not think of bombarding that place so long as the commerce remained uninterrupted, but so soon as that should be obstructed, that and other places of the Danish dominions might expect to be treated as enemies. At eight the bomb vessels, which had bombed all this morning, though without any great success, retreated back to the ships that were to sustain them in the south channel. At ten the Admiral had a letter sent off from Count Guldenleew by one of his boats, which is as follows, viz. :—

Monsieur,—J'ai reçu de Monsieur Gregg une lettre de la part de Votre Excellence laquelle il m'a fait dire que vous avez voulu m'envoyer le $\frac{10}{21}$ juillet. Si on a tiré sur la chaloupe qui me l'apportait, c'était à mon insu et contre mes ordres. Mais si ceux qui en étaient chargés avaient voulu, selon la manière de guerre, mettre un pavillon blanc, ce qui s'est passé ne serait pas arrivé. Quant au contenu de

la lettre et les desseins de Votre Excellence, ce sont des choses dans lesquelles je ne puis entrer, et qu'il faut que je fasse savoir à Sa Majesté le roi mon maître : à l'égard des marques d'estime que Votre Excellence me donne, je lui suis sensiblement obligé et de mon côté je ne fais pas moins de cas de sa personne pour laquelle j'ai beaucoup de considération. Je souhaiterais lui en pouvoir donner des marques évidentes afin qu'elle fût persuadée que c'est avec vérité que je me dis, Monsieur,

de Votre Excellence le très humble

et très obéissant serviteur,

GULDENLEEW.

A bord de *Christianus Quintus*, ce 27 Juillet 1700, S.N.

The Admiral desired the gentleman to give his most humble service to Count Guldenleew, and to acquaint him he did believe the firing at his boat was a mistake, and desired whenever he had occasion to send off his boat they might come with their own colours without the flag of truce, for nobody here should molest them.

In the afternoon ordered Captain Whitaker to leave the *Salisbury* as a guard-ship in the south channel, and to come down with all the rest of the ships to the fleet. This evening it blowed very hard, so that the yacht could not get up to the ships in the south channel to order them down to the fleet. Wrote to the Lords of the Admiralty an account of what has passed here since the 2nd instant.

Wednesday, July 17.—Westerly ; moderate gales. This morning wrote to Mr. Secretary Vernon, Mr. Blathwayt, Mr. Stanhope, Mr. Cressett, and Mr. Robinson, accounts of our second bombardment : the effects of it. That it seemed to him the Dutch were

in favour with the Danes, for they express themselves thus ; that the Swedes cannot, the Dutch would not, and only the English were their enemies ; but that they had issued their orders to the Governor of Cronenburg not to obstruct or hinder any ships passing that should pay the usual custom, as also wrote about the intended descent. Sent copies of Count Guldenleew's letter in answer to his of the 10th.

This forenoon the ships from the south channel came down, leaving the Salisbury, one Dutch, and four Swedes ships of war there as guard-ships. The Queenborough received a shot in her foremast, but did not render it unserviceable.

In the afternoon ordered a survey to be taken of the bomb ketch, which was much shaken, but easily to be repaired.

Wrote to Mr. Tighe and sent him a cloak, which was said to belong to the Danish officer who had been taken in the south channel the other day, and desired his care in contriving that the gentleman might have it restored.

Thursday, July 18.—Northerly ; moderate gales. Early this morning Count Wachtmeister sent to the Admiral to let him know the King of Sweden's forces would be ready to land to-morrow, and therefore desired the assistance of his boats, which the Admiral ordered immediately to be in readiness accordingly.

Friday, July 19.—Westerly ; cloudy, rainy weather, fresh gales. This morning Count Wachtmeister and Major-General Stuart came on board and acquainted the Admiral that the troops of his Majesty of Sweden's Guards, being come to Lands-croone, he desired the assistance of what frigates, &c., he could spare to bring them over ; and the Admiral accordingly ordered the Queenborough,

Vulture and Vesuvius fireships, the Mary yacht and St. George smack to go to Landscroone to bring over as many as they could.¹ At noon Mr. Robinson, Count Wells, envoy from the Emperor, and Baron Groot, the Lunenburg envoy, came off to visit the Admiral; they dined, and at their going away the Admiral gave the Emperor's envoy thirteen guns.

This evening the ships, &c., sailed for Landscroone. Received a letter from Mr. Gregg, who says the bombs fell near the Queen Mother's apartments and very much disturbed her; as also one from Mr. Tighe, who desires a guard for his family and Mr. Lyall when the descent is made.

Saturday, July 20.—Westerly; fresh gales. This morning the Admiral wrote to Mr. Gregg that he was sorry the bombs (which was altogether managed by the Swedes) should disturb the Queen Mother, but if any such attempt should be again put in execution her Majesty should have timely notice to avoid the danger. Wrote also to Mr. Tighe that in case military execution should extend to Elsinore he would procure a guard from Count Wachtmeister as he desired.

In the afternoon a flag of truce came off with a message to Count Wachtmeister about a cloak and some money taken from a Danish officer who came down the Baltic in a Dutch hoy.

Sunday, July 21.—Westerly; rainy weather, with fresh gales. Early this morning wrote to Mr. Cressett, Mr. Secretary Vernon, Mr. Blathwayt, Mr. Stanhope, and Mr. Robinson, giving them an account of the frigates and fireships being at Lands-

¹ There is a note here in the MS. :—'Mr. Cressett writes in his of the 23rd that, unless somewhat extraordinary is executed here, there can be no hope of an armistice, the Danes being so stiff.'

croone to assist in the transportation, &c. Dirty, blowing weather all this day.

Monday, July 22.—Westerly; fair weather. This morning received news from the shore that the King of Sweden was come to Landscroone from Ustedt where he had been to see his forces embarked, and had now sent from Landscroone five hundred men into the Island Wenne, and had given the necessary orders for their landing here with all expedition.

In the afternoon received letters from Mr. Blathwayt and Mr. Cressett, the first of which says he is commanded by the King to acquaint the Admiral his Majesty is very well pleased with what he has done and intended to be done here, and that all the Danes have said about a mediation is a fiction; that he is to observe and guide himself by what advices he shall receive from Mr. Cressett, who in his letter says the Danes have been all along so full of tricks and mean shifts that there must be some vigorous effort undertaken to bring them to reason, for nothing but that can produce a peace.

Tuesday, July 23.—Southerly. This morning received an account from the shore that the Swedes were shipped off from Landscroone, and at four this morning Count Wachtmeister sailed with seven Swedes ships, the 2,500 land soldiers aboard the fleet, and all the boats to the Island Wenne to join the boats, &c., from Landscroone, where the King was also come off. At one o'clock Mr. Robinson came off and brought with him Count Guiscard, the French ambassador, and Count Dohna, the Brandenburg ambassador at the Court of Sweden, who dined here, and went ashore in the afternoon. At six Mr. Lyonburg was sent to Count Wachtmeister to know his intentions about landing; he returned at ten, and says the Count, not having all

his boats up, and raining very hard, he could not get ashore before morning, but that then he should attempt it. All this day the Danes marched along shore from Copenhagen.

Wednesday, July 24.—Westerly. At four this morning went down to see the King of Sweden and got aboard his yacht about five, he standing in with the shore, and the Danes seeming in a posture everywhere to oppose his landing, his Majesty said he would land himself with the first. At seven, ten or twelve Danish frigates which lay out near the shore, made sail, intending to slip by our fleet, but the Hampshire weighing and running in amongst them, and firing several broadsides, they retired immediately nearer Copenhagen than they had been before, but did neither fire guns nor show their colours. Returned aboard at nine, where we received letters from Mr. Gregg, that the Danes had 900 horse and 7,000 foot regular troops, besides several thousand boors in arms to hinder any attempt of the Swedes, which the Admiral immediately sent to Count Wachtmeister to give him notice of, and also desired him to send him a protection for Mr. Tighe and Mr. Lyall, and Mr. Vandeurs, the Dutch secretary at Elsinore, in case military execution should extend to that town.

At four, afternoon, the King of Sweden landed about six English miles¹ on this side Elsinore with 5,000 foot, under the fire of the ships' cannon, and they were opposed by several bodies² of Danish horse, yet they got ashore without any great loss, three or four soldiers being only killed and some few wounded, and considerable number of the Danes

¹ *Six English miles.* The landing took place north of Humlebek, at the Mill Hill of Tibberup. It was directed by General Stuart, an accomplished engineer.

² *Several bodies.* 400 cavalry and 300 infantry.

were found dead on the spot, they took the best advantage of the ground and begun immediately to entrench. The agent victualler came this evening from England.

Thursday, July 25.—Westerly. This morning sent Captain Guy with an express to his Majesty by way of Lubeck, to signify the Swedes being landed, and that so soon as their horse can be wafted over, to march directly to Copenhagen. Wrote also to Mr. Secretary Vernon, Mr. Cressett, Mr. Stanhope, and to Mr. Robinson. About nine the fire-ships, frigates, yacht, and boats returned to the fleets, and Captain Owen brought off a Danish officer and three soldiers, who had received a great many wounds, and had them dressed and taken care of. Count Wachtmeister wrote to the Admiral an account of their being safe landed, and that he had spoke to the King for protections to Mr. Tighe and Mr. Lyall, and his Majesty had directed him to acquaint the Admiral that whatever protection the Admiral should give, his officers were required to regard them as much as if they were under his own hand.

This afternoon the Admiral wrote to Mr. Tighe and sent him two protections, one for himself and one for Mr. Lyall. Ordered the Crown to Helsenburg to water.

Friday, July 26.—Westerly. Wrote to Count Wachtmeister to congratulate his Majesty's safe landing, and to assure him he would give strict orders that none of his people should go ashore to plunder. Ordered Mr. Burrington immediately to distribute the provisions and to discharge the Prick, to procure money and to pay the two months' short allowance now due, and so soon as he can to go to Landscroone and to provide fresh provision for the men for one day in the week.

This afternoon sent Captain Leake with the following letter to Count Guldenleew :—

Monsieur,—L'autre soir dans la chaleur de l'action, lorsque les troupes Suédoises mirent pied à terre, quelques uns de mes officiers firent emporter un officier Danois qui était blessé et trois soldats pour les sauver de la barbarité qu'on exerçait sur eux. J'ai cru donner une marque du respect que je dois à Votre Excellence en l'en avertissant et lui demandant comment elle voudra ordonner qu'on en dispose. Si elle trouve bon qu'ils restent avec nous, je puis assurer Votre Excellence qu'on les traitera avec le même soin qu'on ferait les sujets du Roi mon maître. Mais si elle souhaite qu'on les remette à terre, je voudrais savoir si elle voudra les envoyer quérir dans un de ses bateaux ou ordonner un des miens pour ce service.

Je me sers aussi de cette occasion et je m'adresse à Votre Excellence sur un autre sujet. J'ai appris que quelques unes de nos bombes tombèrent dans la ville, et causèrent de l'inquiétude à cette incomparable Princesse la Reine Mère, ce qui j'avoue m'a beaucoup donné de chagrin et je prie très instamment votre Excellence d'assurer Sa Majesté que je lui demande très humblement pardon de cet accident et je lui promets que si nous sommes encore obligés à mettre en exécution quelques opérations de cette nature (ce que j'espère n'arrivera pas) d'en avertir Sa Majesté, et lui donnerai le temps de s'éloigner en quelque endroit de sûreté, ayant, Dieu merci, naturellement beaucoup de répugnance et d'aversion à donner la moindre offense aux personnes du rang et de la naissance de Sa Majesté. Je recevrai ceci comme une marque particulière de la faveur de Votre Excellence, et j'embrasserai avec beaucoup d'ardeur les occasions de lui en marquer ma reconnaissance et la passion ardente que j'ai de retenir toujours le

caractère que je prends d'être avec un très grand respect, Monsieur, de Votre Excellence, &c.,
G. ROOKE.

Count Guldenleew met Captain Leake in one of the out-guard frigates, and promised to send an answer.

Saturday, July 27.—Westerly. This morning received a letter from Count Wachtmeister wherein he says the King of Sweden desires Captain Dove may have orders to take some Norway ships, which, though they do not wear jack and pendant, yet are in the King's service, and ships of force, as also that he may proceed to the river Elbe and cruise there to reduce some Danish frigates that infested and troubled that river and coast, to which the Admiral answered he could give no orders without positive directions from the King his master to do anything that should interrupt the commerce, that being a matter of the last consequence; but that he had ordered Captain Dove to cruise for ten days in the Elbe after his landing the men at Toningen and to bring with him all such Danish frigates as he should find infesting that river or coast, and accordingly orders were sent him.

Wrote to Mr. Secretary Vernon, Mr. Blathwayt, Mr. Cressett, and Mr. Stanhope, to acquaint them the Swedes still are entrenched where they landed, and so soon as their horse lands they resolve to besiege Copenhagen.

The inhabitants of Elsinore, pursuant to the King of Sweden's proclamation, came to the camp and are ready to pay their contributions rather than be plundered or have their town destroyed.

Sunday, July 28.—Southerly. This morning received a letter from Mr. Secretary Gregg, wherein was inclosed an instrument for continuing the

commerce uninterrupted, but the Admiral having consulted Admiral Allemonde the latter was of opinion they could not come to any agreement ministerially, therefore it was resolved to give personal assurance that there should be no molestation on their side.

Monday, July 29.—SSE. This morning the Admiral with the volunteer captains went to visit the King of Sweden in his camp,¹ and returned in the evening.

This forenoon the transport ships came down from Ustedt to embark men at Landscroone and Helsenburg.

This afternoon Count Guldenleew sent off a flag of truce with a letter to the Admiral of thanks for his civil expressions about the Queen Mother, and his care of the wounded officer and three soldiers whom he carried ashore with him.

Tuesday, July 30.—Westerly. This day the Admiral had a letter from Count Wachtmeister, by the King of Sweden's directions, to acquaint him that he had given orders to stop all ships going into Copenhagen, and desired his and Admiral Allemonde's concurrence. But having considered that its consequence might be prejudicial to the commerce the Admiral returned answer that he could give no such orders unless he have positive orders from the King his master so to do.

Wednesday, July 31.—Westerly. Received this day an express from Mr. Cressett, with an order from his Majesty to forbear endeavouring to bombard or destroy the Danes' fleet or Copenhagen. Wrote to Mr. Secretary Vernon, Mr. Blathwayt, Mr. Stanhope, Mr. Cressett, Mr. Gregg, Mr. Robinson, &c., about

¹ *In his camp.* At Humlebek, and Tibberup, about twenty miles from Copenhagen, Charles XII. had 10,000 infantry and 5,000 cavalry with him.

the Swedes' intentions to besiege this city in a few days. Sent Mr. Blathwayt extracts of several of Mr. Cressett's letters pressing a vigorous attempt on the Danes, which could only procure the peace.

Thursday, August 1.—Westerly. This morning ordered the Crown to relieve the Salisbury in guarding the south channel going into Copenhagen, and ordered the Salisbury to Helsenburg to water. This afternoon Admiral Allemonde received a letter by a flag of truce from Mr. Goes, the Dutch minister at Glucksted, who says the project sent by the ministers of the allies was accepted and agreed to by the King of Denmark, except one article that the Duke of Holstein demands, of repayment for the damages he has sustained; but that the King of Denmark having left that to any indifferent Prince's arbitration, he did not doubt but the next day the Treaty would be signed, and that immediately he would send a courier to give him notice of the Peace.

This evening ordered the Queenborough to carry Mr. Burrington, the agent victualler, to Gottenburg for money, &c.

Friday, August 2.—Received a letter this morning from Mr. Gregg, who says the Count Reventlow, Great Chancellor of Denmark, is come to Copenhagen, and assures them the Peace is as good as concluded.

Mr. Robinson came off and acquainted the Admiral with a proposal the Swedes were offering—viz. to pay the toll of the sound to them; but the Admiral for answer assured him that the moment they attempted or stopped any English or Dutch ships, he would weigh and anchor at Elsinore to protect the merchants in paying their duties as usual to the King of Denmark's officers.

Received this evening a letter from Count Wachtmeister with a copy of the King of Sweden's

order to his officers for demanding the toll from merchants, &c.

Saturday, August 3.—Wrote this morning to Mr. Secretary Vernon, Mr. Blathwayt, Mr. Stanhope, Mr. Cressett, &c., acquainting them how necessary it is the great ships should be ordered home, and proposed to Mr. Blathwayt that if his Majesty thought the service would admit of it, he might have direction to order Mr. Hopsonn with the three third rates, two fireships and bomb vessels home directly, that the summer's charge might be eased by the three latter being paid off, and the three former being reduced to guard-ships. Received a letter from the Count Wachtmeister with a copy of the King of Sweden's order to his officers for collecting the toll of the sound, desiring the concurrence of the Admiral and Admiral Allemonde thereto. This evening Mr. Gregg came off.

Sunday, August 4.—Nothing happened this day ; blowing very hard.

Monday, August 5.—The following letter wrote and sent to Count Wachtmeister :—

May it please your Excellency, We have received your Excellency's letters of the 2nd instant, with his Most Serene Majesty the King your master's order for collecting the Sound duty by his Majesty's ships, whereas it is usually paid according to the masters of the merchant ships' sureties into the King of Denmark's office of his customs at Elsinore, and we being doubtful a proceeding of that kind may be attended with present inconveniences, as well as many ill consequences and impediments to the free commerce of the King and States, our masters' subjects, as also reflecting upon their personal honour, in that we do conceive it to be a violation of the late declaration of the guarands of the Treaty of Altona, which says, ' Elle a envoyé

une Escadre de vaisseaux de guerre dans la mer Baltique en intention pourtant de continuer avec Votre Majesté, nonobstant la dite garantie, une bonne amitié et correspondance et de conserver réciproquement la sûreté et la liberté du commerce.' And we do take the collecting the Sound duty out of its usual and regular course to be a manifest interruption and hindrance of trade, in that it does expose all masters and others concerned who do not clear according to their obligations to many future penalties, and we do further conclude it to be a breach of the Treaty of Peace and Commerce between the King and States, our masters, and his Majesty of Denmark, so that this being a matter of so great concern and consequence, we must desire your Excellency will please to obtain the King your master's permission to suspend the execution of his said orders till we can receive directions from our masters in relation to it, and that in the interim the commerce may have no interruption in its usual course.

We are, with great respect,

Your Excellency's, &c.,

G. ROOKE.

P. V. ALLEMONDE.

This evening Mr. Gregg had his letters sent off, but no account of the peace being concluded, though the only point in difference was the satisfaction demanded by the Duke of Holstein.

Tuesday, August 6.—This morning wrote to Mr. Blathwayt about the collection of the Sound toll by the Swedes, &c.

Wednesday, August 7.—This morning the Danes hauled out several pontoons, and brought them to bear on some Swedish ships that had worked in near the Isle of Amack, fired several shots, and

obliged the Swedes' ships to retire, and then returned into harbour again.

Admiral Allemonde received a letter from Monsieur Goes that the King of Denmark had been on his way to Copenhagen, but finding six Swedes frigates in the Belt he was returned to Rensbourg, and had ordered his ministers immediately to conclude the peace, and that he hoped to send him an account of its being signed in two days.

Thursday, August 8.—About six this morning Mr. Gregg came off, and brought with him an abstract of a letter from the King of Denmark, by the Count Reventlow, wherein he says he has given orders to his ministers to conclude the peace and agree to the last article of the satisfaction required by the Duke of Holstein.

Friday, August 9.—Mr. Robinson came this morning from the camp, and says the King of Sweden has received an express from Holstein, but does not expect to hear the treaty is signed till his express that he has sent this day is returned.

This evening received a letter from Mr. Cressett that the peace was adjusted¹ and concluded on Monday last, and would be signed the next day, and advises the ceasing of all acts of hostility, upon which the Admiral gave immediate orders to his ships that lay on the guard and the south channel to retire into their stations in the fleet.

Saturday, August 10.—Wrote to Count Guldenleew and Count Reventlow that he had received the account of the peace, and that he had given orders on his part for the ceasing of all acts of hostility, and hoped they would do the same on theirs. Wrote also to Count Wachtmeister that he had so done.

¹ *Peace was adjusted.* The peace was signed in the Château of Travendal on August 18, N.S.

and offered his service to the King of Sweden to assist in the retransportation of his troops into Schonen.

Went this morning ashore to Count Reventlow, Grand Chancellor of Denmark, and returned in the evening. Received ashore the most sorrowful news of the death of the Duke of Gloucester.¹

Sunday, August 11.—This morning received a letter from Mr. Gregg that the treaty is signed, and to the satisfaction of the Swedes, the Danes having obliged themselves not to assist the enemies of the other. At noon Mr. Gregg and the Sieur Weyberg, gentleman of the King of Denmark's bedchamber, came off, and brought the following letter from the Count Reventlow:—

My Lord,—Comme j'ai reçu hier au soir un courier de Sa Majesté le Roi mon maître, par lequel il m'a fait savoir que la paix était déjà achevée et signée et que la Ratification en était prête pour être échangée même soir, de quoi j'ai donné notice ce matin à Sa Majesté le Roi de Suède pour savoir ses résolutions, je n'ai pas voulu manquer d'en faire part à Votre Excellence, espérant que de son côté elle tiendra la main à ce que la dite Paix serait observée de la part du Roi de Suède, et que non seulement il ne fasse plus venir de troupes de Schonen en cette province, mais aussi que celles qui y sont déjà s'en retournent au plus tôt ; et pour y concourir avec plus d'efficace, en cas que du côté de la Suède on y voudrait faire quelque difficulté, j'ai donné ordre de faire sortir la flotte de Sa Majesté le Roi mon maître, ce que j'espère que votre Excellence approuvera comme une chose qui tend uniquement à faire observer la Paix signée, en quoi l'Amiral du Roi mon maître aura ordre d'agir de concert avec

¹ *Duke of Gloucester.* Son of Queen Anne and Prince George of Denmark.

votre Excellence et aussi avec Monsieur d'Allemonde, et c'est sur quoi je vous prie de me faire savoir vos sentiments, demeurant au reste avec beaucoup de passion, My Lord,

de Votre Excellence

le très humble et très

obéissant serviteur

REVENTLOW.

Copenhagen, le 22 Aout 1700, N.S.

P.S.—Le Sieur Weyberg Gentilhomme de la chambre de Sa Majesté le Roi mon maître tâchera de vous entretenir plus au long sur la matière dont il est question.

The Sieur Weyberg accordingly used many arguments to persuade the Admiral to give the Danes permission to bring out their fleets to join ours in the roads, that in case the Swedes' King should refuse to transport his troops back to Schonen, as the separate article of the treaty requires, they may be enabled to oblige him thereto, but the Admiral returned for answer that till he debated the same at a council of flag-officers he could come to no resolutions. About five this evening Admiral Allemonde received a letter from Monsieur Goes, the Dutch Resident in Holstein, that the peace was signed. Wrote to Count Wachtmeister immediately the following letter :—

May it please your Excellency,—We having received advice from the ministers of the King and States our masters in Holstein, that the peace is concluded and signed, do send this to acquaint your Excellency therewith, and desire to know if his Majesty the King your master has received the like account, and that you will be pleased to impart so much of his intentions as may enable us to act

for the best advantage of his service, so far as is consistent with the instructions of our masters. We are glad to send you an article in the treaty that relates particularly to the King your master's service, and we hope all the rest are conformable to his Majesty's wishes.

We are, with great respect and esteem, &c.

G. ROOKE.

P. V. ALLEMONDE.

Shrewsbury, August 11, six at night.

Sent this by Mr. Lyonburg.

Monday, August 12.—At nine this morning called a council of flag-officers, and, Admiral Allemonde being come, acquainted the Admiral he had just then received a letter from Mynheer Cranenburg, the States Envoy in Holstein, of the 18th instant, N.S., at ten at night, that the peace was concluded and the treaty signed an hour before that, and that he had also received an express from Monsieur Goes, the Dutch Resident with the King of Denmark, of the 19th to the same purpose, upon which the following resolutions were made :—

At a Council of flag-officers, &c.

Present :

Sir George Rooke.

Rear-Admiral Hopsonn.

Captain Ley.

Lieutenant-Admiral Allemonde.

Vice-Admiral Evertsen.

Rear-Admiral Vanderdussen.

Upon a consideration of the several letters from Mr. Cressett, Monsieur Goes, and Monsieur Cranenburg, giving and agreeing in their accounts that the late differences between his Majesty the King of

Denmark and his Highness the Duke of Holstein-Gottorp were adjusted and agreed, and that there is a treaty of peace concluded and was signed at Travendale, August the 18th, N.S., by which we judge the guarantee of the Treaty of Altona sufficiently made good and complied with, and not being empowered by our instructions to act further in conjunction with the Swede fleet, in case that King shall have any other claim or pretensions upon his Majesty of Denmark: it is resolved that after notice given to the Count Wachtmeister, that the said guaranty being finished we cannot act in conjunction with his Swedish Majesty's fleet in any other pretension, we separate from the said fleet, and sail to the Isle of Wenne; yet nevertheless if the Swedes declare their intention to leave the Island of Zealand and return to Schonen, that then we give them all assistance in transporting their troops over. And it is agreed and resolved that to remove all jealousy in his Majesty of Denmark that may be conceived by our continuing in these seas that there be an account of this resolution sent to his ministers at Copenhagen.

Monday, August 12.—At noon the Admiral gave orders for displaying all the pennants, flags, &c., in the fleet as a mark of joy, and that at six in the evening, when he begun, every third-rate should fire twenty-five guns, a fourth-rate twenty-one, and the fireships, &c., as many as they could, which was accordingly done.

At three afternoon received letters from Mr. Cressett that confirmed the treaty's being signed, and at five another from Count Wachtmeister that he had the King of Sweden's orders to cease all hostilities by sea and land, and had sent suitable directions to Admiral Ankerstierna, and desired the assistance of the English and Dutch in the trans-

portation of their forces to Schonen, so that all parties now seem in perfect amity and friendship.

Tuesday, August 13.—Early this morning received a letter from Count Wachtmeister that the King of Sweden believed the peace was concluded, and, therefore, intending to transport his troops to Schonen, he earnestly desired the Admiral's assistance and protection, upon which the Admiral immediately went to the camp to assure his Majesty he and the Dutch would assist him; returned about noon, and wrote to Mr. Cressett, Mr. Stanhope, Mr. Blathwayt, and Mr. Secretary Vernon, &c.

Wednesday, August 14.—This morning received letters from England with the Admiralty's orders for treating the Czar of Muscovy's¹ subjects as friends, and civilly to use them upon all occasions, upon which orders were immediately given to all the captains here accordingly. At nine the Admiral went ashore to see the Swedish camp drawn out, dined with the King, and returned in the evening.

Thursday, August 15.—Nothing extraordinary; blowed very hard that no boats could pass.

Friday, August 16.—Received letters from Mr. Cressett that, the treaty of peace being ratified, the armies were retiring in Holstein, and wrote to Mr. Blathwayt, Mr. Secretary Vernon, &c., that the Danes, having agreed to supply the Swedes with a thousand barrels of beer and a considerable quantity of other provisions, it was resolved the horse should march to Elsinore, to be embarked from thence, and the foot from whence they are now encamped. In the evening, at Admiral Wachtmeister's request, the Admiral ordered Captain Lestock, with the Salisbury, Worcester, two fireships, the bomb-ketch smack, and all the boats of the fleet, to assist the

¹ *Czar of Muscovy.* Peter the Great.

Swedes in their transportations, and Admiral Allemonde did the same.

Sunday, August 18.—Westerly. Early this morning the Danes sent about forty great scouts and long-boats to assist the Swedes in their transportations. Went ashore about nine, saw the town, dined with Mr. Gregg, went to the French chapel, where was the Queen-mother ¹ and the Princess of Hesse. Saw the King's palace, stable, and the chamber of rarities, which is esteemed the choicest and best collection in Europe, and returned in the evening. Captain Guy returned from Loo this day, and brought letters from Mr. Blathwayt, with his Majesty's instructions for our proceeding home in case a peace or truce were agreed on, approval of all that has been done, &c.

W. R.

Instructions for our trusty and well-beloved Sir George Rooke, Knight, Admiral and Commander-in-chief of our fleet in the Sound. Given at our Court at Loo this ^{23^d July}_{3 August}, 1700, in the twelfth year of our reign.

Whereas we have seen your letters of the 6 and 13 of July, O.S., wherein you give us an account of your proceedings with our fleet under your command, and of your having bombarded the Danish ships within the port of Copenhagen, and have been otherwise informed that you have since that time likewise caused the city of Copenhagen to be bombarded, our will and pleasure is, and we do hereby signify unto you our especial command, that you forbear to endeavour the bombarding or burning the said Danish ships or city of Copen-

¹ *Queen-mother.* Charlotte Amalia.

hagen without our further order ; provided the Danes do not on their parts attempt to hinder the transport of the Swedish forces, and do not otherwise attack or make any attempt against you or the associated fleets, or give you any other unforeseen occasion to repel their force by the best means you can, and in everything else you are to pursue our former instructions.

W. R.

WILLIAM R.

Instructions for our trusty and well-beloved Sir George Rooke, Knight, Admiral, and Commander-in-chief of our fleet in the Sound. Given at our Court at Dreveir the $\frac{7}{18}$ day of August, 1700, in the twelfth year of our reign.

Whereas we have lately given such orders to our trusty and well-beloved James Cressett, Esq., our minister at Hamburg, as may procure an immediate cessation of arms, if not a peace, between the contending parties in the north, and we being further informed that our good brother the King of Sweden is landed in Zealand with considerable forces, which may oblige the Danes to a speedy accommodation of differences, our will and pleasure is, that you forbear on your part with the squadron under your command to commit any further hostility upon Denmark than you may be accidentally forced to, and that upon information you may receive from our aforesaid minister, of the conclusion either of a truce or peace, you do prepare for your return home, taking the first opportunity for it with the ships under your command, and make the best of your way to the Downs after the conclusion of such peace or truce as far as wind and weather shall permit, so nevertheless that before your putting to sea you do acquaint the King of

Sweden or his Admiral with your purpose, and do in the first place what they may desire of you in securing their fleet in their way to their own ports, and further protect the return of their forces from Zealand to the dominions of Sweden, we being willing to give the said King all satisfaction in your behaviour, and marks of our friendship to continue to him the assistance of our fleet in the safe conduct of his sea and land forces out of danger, or from any insult of the Danes. It being our further pleasure that upon the conclusion of such peace or armistice you immediately send home such of the greater ships under your command as with regard to the present season of the year you shall think fit.

W. R.

Monday, August 19.—Westerly. This morning received a letter from Mr. Blathwayt, that his Majesty had the account of the peace confirmed, and that the Admiral should go to the Downs with the first opportunity, but to assist the Swedes and see them out of danger. Sent Captain Ley to acquaint Count Wachtmeister that the season approaching required our speedy leaving of the Sound; therefore pressed their dispatching affairs, as inconveniency might happen by a separation. Most of the foot embarked, and stood over to Landscroone. The Danes' fleet came out of their Reffe's hole ship after ship, and ranged themselves in a line between us and the shore. The Admiral ordered the Portland and Severn to Landscroone to bring off the remainder of the oxen presented by the King of Sweden.

Tuesday, August 20.—Westerly. This day wrote to Mr. Blathwayt that according to the King's orders he would proceed homeward, but that the badness of the provision prevents his intentions of

stopping in Holland, therefore believes it more advisable to go to the Downs; to Mr. Secretary Vernon to the same effect; and to the Lords of the Admiralty that they may prepare to dispose of the squadron.

This afternoon our frigates, boats, &c., returned to the fleets, the Swedes' foot being all transported. Count Wachtmeister also came up from the camp with his frigates.

Wednesday, August 21.—Westerly. This morning Count Wachtmeister came on board, and acquainted the Admiral that the King his master hoped he would not leave him, since the Danes were out in the road, and might attempt somewhat in their passage over the Grounds, upon which it was agreed to consult that matter next morning at a council of flag-officers. This afternoon the King of Denmark came to Copenhagen.

Thursday, August 22.—Westerly. At eight this morning called a council of flag-officers, where was resolved as follows, viz.:—

At a Council of flag-officers held on board his Majesty's ship Shrewsbury, in Copenhagen Road, August 22, 1700, O.S.

Present :

Sir George Rooke.	Count Wachtmeister.
Rear-Admiral Hopsonn.	Admiral Ankerstierna.
Captain Thos. Ley.	Vice-Admiral Nummers.
	Vice-Admiral De Prou.
	Rear-Admiral Ruuth.
	Rear-Admiral Wattrang.
	Rear-Admiral Baron
	Sparre.
	Lieutenant-Admiral Allemonde.
	Vice-Admiral Evertsen.
	Rear-Admiral Vanderdussen.

Upon consideration that Admiral Rooke and Admiral Allemonde have his Majesty's orders to return with their squadrons to their respective coasts, and that his Majesty the King of Sweden's forces are not yet transported out of Zealand, it is proposed for the security of a safe retreat of his said Majesty's fleet and forces that his Excellency the Count Wachtmeister do take the first opportunity of wind and weather of passing the Grounds with his Majesty's said fleet, in order to proceed to their port of Carlescroone; and in case the Danes offer them any impediment in their passage, or follow them, that then we repair to the Swedes' assistance, and follow the Danes; then it is agreed that the Swedes join as many ships to our fleet in our return as shall make us equal to the Danes, to secure us in our retreat through the Sound. But if they give them no hindrance, then it is agreed and resolved that the English and Dutch squadrons do fall down towards Elsinore to cover and secure the transport of his Majesty's land forces into Schonen; and when that is effected, we shall then take the first opportunity to prosecute our orders in proceeding home.

Admiral Wachtmeister, upon the Admiral and Admiral Allemonde's pressing his departure, assured them he would not lose the first opportunity, and would send immediately to let the King his master know his intentions. At his going away the Admiral gave him seventeen guns.

Friday, August 23.—Southerly. This forenoon, the wind being at southerly, the Swedes could not pass the Grounds, as they intended, but their fore top-sail sheets were hauled home in readiness. Received a letter from the Admiralty, if the Lowestoft could be spared that she might be sent to Yarmouth to convoy and protect the herring fishery; and accord-

ingly the Admiral sent orders to Captain Dove for her proceeding thither.

In the evening the Elector of Brandenburg's Envoy came on board, and immediately returned with a salute of nine guns.

Saturday, August 24.—Southerly. This morning wrote to Mr. Blathwayt that since he understood the King intended to leave Holland so soon as the beginning of October, he would endeavour to victual some fourth-rates, and stop at the Goree¹; and immediately issued orders to the agent victualler for a distribution. Wrote to Mr. Secretary Vernon, the Lords of the Admiralty, &c., to the same purpose.

Sunday, August 25.—S by E, fair weather, the wind southerly, still debarring the Swedes from sailing. At four afternoon Duke Wirtemberg,² with several officers, came on board to pay his respects to the Admiral, stayed half an hour, and at his return the Admiral gave him nineteen guns, and all the Danish fleet saluted him as he passed, with nine guns each ship. Received this day a letter from the Governor of Cronenburg, very submissively excusing the salute of the Carlisle not being answered, averring he was altogether ignorant of it, and that it must be some mistake of their not seeing his colours, for that he had the King his master's positive orders duly and respectfully to answer all English salutes.

Monday, August 26.—SSE. Fair weather, wind still southerly. The Admiral and Admiral Allemonde sent Captain Ley and Captain Bockman to let Admiral Wachtmeister know our provisions

¹ *The Goree.* An island between the mouths of the Scheldt and the Maes, properly Goeree.

² *Duke Wirtemberg.* Eberhard Ludwig, duke from 1677 to 1733.

were so far spent that we could not tarry much longer, and therefore pressed his warping away; which he excused, but promised he would depart the first spurt of wind, and begged our continuance a day or two longer. At noon Mr. Secretary Gregg and the Dutch Resident came on board, and after dinner the Emperor's Envoy. When Mr. Gregg and some Danish gentlemen went off the Admiral gave them nine guns, to the Dutch Resident eleven; to the Emperor's Envoy thirteen.

Tuesday, August 27.—Calm wind, easterly. Wrote to Mr. Blathwayt that we only stayed for a wind, &c.

Wednesday, August 28.—Early this morning the Swedes' Admiral sent Baron Sparre to acquaint the Admiral they had a council of flags this morning and were resolved to warp away through the Grounds, and accordingly they were weighing. About eleven the wind westered and at noon there was squally thick weather at NNW. At two the Swedes' Admiral got under sail, and all of them were away and most of them through the Grounds by half-past five, when the Admiral weighed with the English and Dutch, and with a fresh gale at WNW turned down within a league of the Wenne and anchored in thirteen fathom water.

Thursday, August 29.—At four this morning, the wind veering southerly, weighed and stood towards Elsinore, and the wind freshening very much passed Cronenburg with a salute of three guns, as usual, and anchored about six, three leagues from the Cole. This evening issued orders of rendezvous, and to Mr. Hopsonn upon the Admiral's hoisting a blue flag at fore topmast's head and firing a gun to make the best of his way with the Nassau, Shrewsbury, Eagle, Severn, Crown, Vulture, and Vesuvius freships and Carcass bomb, to the Downs, &c.

Friday, August 30.—The wind about two this morning coming to the NW, and blowing very hard, we continued at an anchor all day; the yacht and smack bore away to the Sound.

Saturday, August 31.—About eight this morning calm weather, wind westerly. Admiral Allemonde came on board and took leave of the Admiral and went off with a salute of fifteen guns, and at half-past nine, the gale freshening, weighed and stood to the northward, but proving calm again came to an anchor at half-past two.

Sunday, September 1.—Early this morning, the wind fresh, southerly, weighed and stood up the Cattegat. About noon Captain Guy brought letters from Elsinore, wherein his Majesty's pleasure was signified by Mr. Blathwayt, that in case provisions were scarce the Admiral should then first go to the Downs and victual, the King not intending to leave Holland before the middle of October; upon which issued orders of rendezvous to be in the Downs. At eleven at night made the Schaw light.¹ This morning the Queenborough was ordered to call the Carlisle from Gottenburg.

Monday, September 2.—This day the wind veering westerly, tacked and stood towards the coast of Norway, blowing squally weather.

Tuesday, September 3.—Plied between the coast of Norway and the Schaw, being dirty, windy weather. This morning the Carlisle, Queenborough, and the Dutch ships from Gottenburg joined us.

Wednesday, September 4.—The wind came easterly. Stood towards the Holmes till seven this afternoon, that Bouvenbergen² bearing E by S $\frac{1}{2}$ S,

¹ *Schaw light.* The Skaw or Cape Skagen, the northern extremity of Denmark.

² *Bouvenbergen.* Boobjerg, a sandhill 192 feet high, not far from Holmsland.

distant about three leagues, and the wind coming to NW and blowing very hard obliged the Admiral to anchor, and the Dutch Admiral stood towards the Schaw with his fleet. Lost company with the Vulture fireship. The yacht, bomb-ketch, and smack made out to sea, not being able to ride it.

<i>Thursday, September 5.</i>	} —At an anchor off Bouvenbergen, blowing very hard all this time that no boat could pass till Mon-
<i>Friday, September 6.</i>	
<i>Saturday, September 7.</i>	
<i>Sunday, September 8.</i>	
<i>Monday, September 9.</i>	

day evening, that we got up our yards and topmasts and at eight weighed, but proving calm anchored at ten again.

Tuesday, September 10.—At one this morning weighed, the wind being NE and a fresh gale.

Wednesday, September 11.—Hard gales northerly ; stood towards England.

Thursday, September 12.—Winds NW. Got this evening to the broad fourteens, and at six brought to and issued orders to the fleet to put their companies to whole allowance.

Friday, September 13.—Little wind ; stood over for the Forelands.

Saturday, September 14.—Early this morning, being moderate weather, made the North Foreland, and about twelve got in within the sands, and sent immediately an express to the Admiralty and Secretary Vernon to acquaint them therewith, and at six anchored in the Downs.

Sunday, September 15.—Issued orders for victualling the Hampshire, Portland, Salisbury, Worcester, Carlisle, and Queenborough to the last of November, and ordered the Nassau to proceed to Portsmouth, the Shrewsbury to Plymouth, the Eagle to Chatham, the fireship and bomb-ketch

to the river, and the Severn and Crown to Sheerness, to be reduced and paid off.

Monday, September 16.—This day removed and hoisted the flag aboard the Hampshire.

Tuesday, September 17.—This morning, the Admiral having received leave from the Lords of the Admiralty to be ashore, and having given the necessary directions for preparing the convoy to attend his Majesty, we went ashore.

Wednesday, September 18.—Went this morning to St. Lawrence, where the Admiral had received orders for sending one of the fourth-raters to Sheerness, and to stop the Crown; ordered the Salisbury, at Captain Lestock's desire, to be paid off at Sheerness, and the Crown to be victualled in her room.

Thursday, September 19.—About eight this morning, Rear-Admiral Hopsonn having been saluted on his departure with the ships for Chatham and the river about a quarter of an hour, the Carlisle was unfortunately blown up, and 123 men lost, the master, his son, and six more being saved that were on board, the captain and the rest of the men, with the gunner, carpenter, surgeon, and purser being ashore.

Friday, September 20.—The Admiral came to Deal, and gave the necessary directions for buoying the wreck and dispatching the provisions on board the ships going to Holland.

<i>Saturday, September 21.</i>	} —Went to St. Lawrence, and stayed there Sunday.
<i>Sunday, September 22.</i>	

Monday, September 23.—In the Isle of Thanet.

Tuesday, September 24.—At Canterbury.

Wednesday, September 25.—Returned to Deal, where we found the Salisbury come back from Sheerness, the Fubbs and Charlotte yachts.

Thursday, September 26.—At Deal. Received last night an order for inquiring into the loss of the Carlisle for form's sake, as also this evening to send the Flamborough on her arrival to the Hope to discharge her money, and then to repair to Holland. This night the Admiral came on board.

Friday, September 27.—The Flamborough came early this morning into the Downs, and was ordered to the Hope accordingly.

Saturday, September 28.—Fair weather, little wind. Issued orders of rendezvous to be at Goree, and the yachts to Rotterdam, to follow the Earl of Jersey, Lord Chamberlain's directions.

Sunday, September 29.—Little wind, at NW.—Weighed and in the evening got clear of the sands, and, the wind freshening, stood towards the coast of Holland.

Monday, September 30.—About noon made the coast, and took in Dutch pilots, but the tide being spent were obliged to anchor; but the yachts and smacks went in.

Tuesday, October 1.

Wednesday, October 2.

Thursday, October 3.

Friday, October 4.

Saturday, October 5.

Sunday, October 6.

Monday, October 7.

—This morning ordered the Queenborough into the Brill, and all this time blowed violently hard, so that we attempted twice to weigh and get in, yet forced to anchor again, and ride snug with yards, topmasts, &c., down. Wind from SSW to NW.

Tuesday, October 8.—This morning, the weather being pretty moderate, and the wind at NNE, got up yards and topmasts, weighed at two, got over Goree bar at half-past five, and at seven anchored at Helvertsluice.¹

¹ *Helvertsluice.* Hellevoetsluys, or Quak's Deep, opposite Goree.

Wednesday, October 9.—This morning saw the rest of the ships coming in. Went this evening to Rotterdam.

Thursday, October 10.—Went to the Hague. At ten at night the King came hither.

Friday, October 11. } —At the Hague. His

Saturday, October 12. } Majesty signified his pleasure of embarking the 16th without fail ; ordered the ships, yachts, &c., to be accordingly ready.

Sunday, October 13.—Easterly. Dined at Mr. Stanhope's, and came this night to Rotterdam.

Monday, October 14.—Easterly. Dined at Mr. Brown's, and came aboard at Helvertsluice at nine this night.

Tuesday, October 15.—Easterly. Got all things in a readiness to sail ; ordered the Queenborough and Flamborough to take in such passengers and equipage as the Lord Chamberlain should direct, and carry them to the Hope ; but they and all the ships to use their utmost endeavour to keep in company with the King's yacht till they see her safe within the Lands.

Wednesday, October 16.—Easterly. Weighed early this morning, and at ten anchored, and at noon got out of Goree. Stood towards the Maeze, but, his Majesty not coming out as was expected, tacked and anchored.

Thursday, October 17.—Easterly. Weighed this morning, and stood towards the Maeze. At two the yachts appeared under sail from the Brill, and at four the King came up with us ; the Admiral saluted him with twenty-one guns, and the rest of the ships with nineteen. Stood towards England, with a gentle gale and fair weather easterly.

Friday, October 18.—At eleven last night the wind veered to SSW and SW, so that the yachts

with much ado this evening fetched Harwich. We anchored at one, with little wind off Orfordness.

Saturday, October 19.—Worked tides last night, with little or no winds southerly. Anchored at two afternoon about four leagues short of the North Foreland. Weighed at eight, and anchored at twelve.

Sunday, October 20.—Got into the Downs about eleven; sent an express to the Admiralty, and therein desired they would move the King for a discharge, the service being over. Struck the flag at three this afternoon, and went this night to St. Lawrence.



JOURNAL OF SIR GEORGE ROOKE, CADIZ AND VIGO.

Triumph, June 1701.

Memorandum.

7th April, 1701. His Majesty was pleased to declare Sir George Rooke, Knight, Admiral, and Commander-in-chief of his Majesty's fleet, &c.; and the next day his commission was accordingly made out.

The 15th April the Admiral was pleased to order my¹ attendance on him as his secretary.

The 10th June, having received his final dispatches at court, the Admiral came on board the Katherine yacht (which was ordered to attend him this summer), and at eleven got into Sheerness.

Wednesday, June 11.—The Admiral struck his flag and went to St. Lawrence, and this evening weighed in the yacht for the Downs.

Thursday, June 12.—At ten this morning got into the Downs, where was the Triumph, Plymouth, Dragon, Weymouth, Mermaid, Sorlings, &c.

Friday, June 13.—Fair weather, westerly. The Queenborough sailed to the Hope to carry soldiers

¹ *My.* The name of the Secretary was Hugh Corry.

for Holland, and the Katherine yacht to Greenwich to attend his Majesty over to Holland.

Saturday, June 14.—This afternoon came from Spithead the Grafton, Swiftsure, Montague, Burlington.

Sunday, June 15.—Went to St. Lawrence.

Monday, June 16.—An express from Mr. Secretary Vernon, that his Majesty would have the Admiral attend him on Sunday next. Returned aboard the Triumph and found Nassau, Stirling Castle, Royal Oak, and Boyne come in from Spithead, and Captain Fletcher, second captain of this ship, come on board.

Tuesday, June 17.—Fair weather, westerly. The Dragon, Weymouth, and Sorlings sailed out of the Downs to convoy the transports for Holland.

<i>Wednesday, June 18.</i>	} —Went to St. Lawrence, where I stayed these two days.
<i>Thursday, June 19.</i>	

Friday, June 20.—Went to London with the Admiral.

Wednesday, June 25.—The Admiral having received the King's directions to go to St. Lawrence, and meet him at Canterbury, we came this night to Rochester.

Thursday, June 26.—Came to St. Lawrence.

<i>Friday, June 27.</i>	} —At St. Lawrence. The King came to Canterbury the 30th, and went early away next morning to Margate. The Admiral re- ceived the 1st July the King's instructions and final dispatches, &c.
<i>Saturday, June 28.</i>	
<i>Sunday, June 29.</i>	
<i>Monday, June 30.</i>	
<i>Tuesday, July 1.</i>	

Wednesday, July 2.—Mr. Hopsonn made Vice-Admiral of the Red. Mr. Benbow Vice of the Blue. Mr. Munden Rear of the Red. Mr. Fairborne Rear

of the Blue. Came this morning to the Downs, where we found the Triumph, Torbay, Boyne, Stirling Castle, Nassau, Grafton, Essex, and Royal Oak, and the Mermaid bound to Cape de Verde Islands. Ordered the Boyne to remain in the Downs to receive Rear-Admiral Munden, the Stirling Castle to go to the Nore to receive and bring with him such men as should be sent to him from ships to be paid off in the river, and the Grafton to remain in the Downs till further order.

Unmoored at five ; weighed at seven and stood to the westward.

Thursday, July 3.—Little wind. In the night passed by Vice-Admiral Hopsonn's squadron from Ireland ; stood to the westward all day.

Friday, July 4.—Arrived this morning at Spithead ; pitched on the Vesuvius, Vulture, and Vulcan fireships to go this expedition. Ordered the Lowestoft into harbour to clean. Found here the following ships :—

In Portsmouth Harbour

Cumberland	Salisbury	
Lancaster	Exeter	
Russell	Bonaventure	
Cambridge	Norwich	
Dorsetshire	Lowestoft	
Expedition	Lynn	
Canterbury	Milford	
Betty	Newport	
[at Spithead]		
Barfleur	Diligence	} brigantines
Ipswich	Dispatch	
Eagle	Phoenix	
Chichester	Lightning	} fireships
Berwick	Vesuvius	
Shrewsbury	Hunter	
Winchester	Terrible	
Crown	Vulcan	

West Indian Squadron

Breda	
Defiance	
York	
Kingston	
Falmouth	
Pendennis	
Bristol	
Experiment	
Kinsale	
Seahorse	
Firebrand	} fireships
Strombolo	
St. Anthony sloop	

Cruising.—Dunwich, Romney, Colchester, Windsor, Ruby, Greenwich, Diligence brigantine. Guardships at St. Helens ; and at Jack-in-a-Basket, Vesuvius and Vulture, fireships.

Wrote to Mr. Secretary Vernon to acquaint him of the hazard and danger of coming into the Channel in the winter season; but in case the squadron is to proceed to Spain, that the greatest dispatch is necessary, though in his opinion nothing can justify our being put to that necessity but a service of the greatest importance. Ordered the Salisbury and Crown to the Downs to join Rear-Admiral Fairborne. Met the Southampton off the Culvers point going to Virginia.

Ordered Mr. Brandon to complete the provisions of the squadron to four months' whole allowance for their lowest complement, and but three months' beer.

Saturday, July 5.—Wrote to Mr. Burchett to desire the Judge Advocate may be sent down, and that the victualler may have orders to send two or three hundred water casks round, there being none here.

Ordered the Winchester and Newport to clean and refit at Portsmouth; the Terrible fireship to relieve the Vulture as guardship at Jack-in-a-basket; and the Lightning to relieve the Vesuvius at St. Helens. Pitched on the Winchester instead of the Portland.

Sunday, July 6.—Ordered the Exeter to be cleaned at Portsmouth; ordered the Nassau, Ipswich, Burford, Expedition, Russell, Lancaster, Dorsetshire, Cumberland, and Cambridge to prepare pay books in order to their being reduced. The Admiral received from their Lordships their orders to obey his Majesty's instructions: proposes to them the reducing of the Suffolk, Orford, Edgar, Monmouth, and Swiftsure, or any three of them to man the rest: ordered the Lynn to Plymouth with the clerks and money to pay the yard. Acquaints their Lordships that in regard it may be the winter season

before the fleet returns he does not think it proper to take the brigantines with him.

Monday, July 7.—The Betty came this morning out of harbour fitted for a voyage to Guinea. Mr. Roach, late chaplain of the Nassau, warranted for the Eagle.

Tuesday, July 8.—Reduced the Dorsetshire, Lancaster, Cambridge, Cumberland, Russell, and Expedition, and discharged their men into the fleet. Ordered the squadron designed for this expedition to their middle complements. Consulted with Admiral Allemonde about the expedition, who, as well as the Admiral, is of opinion it is too late to proceed thereon, and of dangerous consequences to hazard the fleet in the winter season. Wrote to Mr. Secretary Vernon their opinions, and that this matter ought to be further considered; proposed the sending the fleet to take a tour in the Soundings to see the West India ships part of their way that their strength under that mask may not be known. This evening Rear-Admiral Munden, with the Boyne, Swiftsure, Hampshire, Weymouth, Dover, Coventry, Montague, Dragon, and Sorlings, arrived from the Downs.

Wednesday, July 9.—Wrote to their lordships that the Chichester and Shrewsbury being ships that may be soon laid up, and the captain of the first having been a considerable time in pay, and he of the latter desirous of being paid off, recommended their being reduced to save the Orford, Suffolk, and Ipswich.

Thursday, July 10.—This morning received information that Captain Moses of the Milford had been attempted to be assassinated, and was shot in the leg. Upon which ordered Sir Jno. Munden to go aboard that ship with the Judge Advocate, Captain

Gifford, and Captain Leake to inquire therein, which they having done by the best examination they could make, found upon the oaths of the officers and circumstances that he was shot by himself, and, as supposed, was done on purpose to strengthen his case against Mr. Stucley, his lieutenant, and Mr. Brookes, his midshipman extra, whom he had confined for above six months. Ordered Mr. Canning, the lieutenant of the *Barfleur*, to assist Captain Moses in his command till further order. Newark and Yarmouth arrived from Plymouth.

Wrote to the Secretary of the Admiralty to desire orders may be given to the Navy Board for surgeons, necessaries, and slop-clothes.

Friday, July 11.—Wrote to the Secretary of the Admiralty that so soon as the *Gloucester* arrives her pilot shall be tried; complains of the insufficiency of all the London pilots and the necessity of pressing that more care may be taken in their being admitted. Desires that Mr. Cheyney may go out the cruise, and if their lordships think the fleet at home requires a mustermaster another may be appointed. Received orders for reducing the *Milford* to her lowest complement, which was done. The *York*, *Falmouth*, *Kinsale*, *Experiment*, *Sea-horse*, *Strombolo*, and *Firebrand*, fireships, and the *Lewis* hulk, part of Mr. Benbow's squadron, sailed to St. Helens. The *Greenwich* arrived from cruising. Several surveys of provisions ordered. Gave Mr. Benbow leave to go to London on extraordinary occasions.

Saturday, July 12.—Terrible, fireship, ordered to the Downs, and the *Hunter* to relieve her as guardship at Jack-in-a-basket. Consulted with Admiral Allemonde of the difficulty and hazard of exposing so considerable a squadron as was

intended for this expedition, who this post writes his opinion at large to the Pensionary with his reason against running such a risk.

The Windsor came in from cruising, but brings only for news that Monsieur Château-Renaud was sailed with twenty-two ships of war from Brest.

Sunday, July 13.—Wrote to Mr. Secretary Vernon that he will never advise the ships being kept out after the last of August.

Monday, July 14.—Assures Mr. Secretary Vernon that he will take what care he can to get intelligence by cruisers, &c., but that in his opinion there is none that is gained at sea to be depended upon, what they hear being only from French masters, who are either ignorant or won't speak what they know. Ordered the Winchester and Lowestoft to Brest for intelligence, and they sailed this morning accordingly. Ordered the Dunwich to cruise for intelligence and to procure men between St. Albans and Cape d'Hogue. The Romney and Sorlings, on the said service, between the Berry-head and the islands on the coast of France.

Tuesday, July 15.—Nothing happened to-day.

Wednesday, July 16.—Ordered the Terrible, fireship, to the Downs to Rear-Admiral Fairborne. Gave leave to Mr. Dunge, third lieutenant of the Shrewsbury, to go to London for seven days. Discharged and drew the men from the Ipswich and Nassau to the ships of the fleet. Ordered the Portland and Worcester, which, with the Winchester and Chatham, this day arrived from Holland, to the Downs.

Ordered the Ipswich into harbour to be a guard-ship, and the Nassau to be paid off and laid up there. Ordered the Hampshire, Coventry, Chatham,

Sorlings, and Milford into harbour to clean and refit.

Wrote to Mr. Burchett to desire the short beer money may be provided, for if there be no beverage to be purchased it will be a great satisfaction to the men to have their money. That the hospital ship may bring a good quantity of Thames water for the fleet. Mr. Teddiman, second lieutenant of the Burford, and Mr. Ward, second of the Pembroke, exchanged commissions.

Thursday, July 17.—Ordered the Newport to relieve the Sorlings. The Kingston to procure men and to gain intelligence off the Wight, as also the Windsor between Portland and Berry-head, the Bristol off the Start, and the Pendennis between St. Albans and Portland for some days. The Stirling Castle arrived from the Nore with 183 men, which were disposed immediately into the ships of the fleet.

Friday, July 18.—Held a court-martial on Mr. Stucley and Mr. Brookes, midshipman extra of the Milford for mutiny: they were both acquitted, the Captain's accusation appearing frivolous and vexatious;¹ the first Lieutenant of the Shrewsbury hissed out and rendered incapable for being a sot. Ordered Captain Hartnoll of the Gloucester to remit to Captain Maughan of the Kinsale to Barbadoes, the money he received for that ship's short beer.

Saturday, July 19.—Ordered the Medway to clean and refit at Portsmouth, the Diligence

¹ The Court found that the charge against Stucley was "groundless and malicious." Brookes was found guilty of uttering provoking speeches and of misbehaviour towards Captain Moses, but in consideration that he had undergone seven months close confinement in a very hot climate and other severe usage, "the Court does desire that he receive no further punishment but being reprimanded."—*Minutes of the Court Martial.*

brigantine to do the same and go to the Downs, the Solebay to proceed to Longreach and to be paid off at Deptford.

Vice-Admiral Hopsonn, with the following ships, arrived from Holland :—

Ranelagh	Kent	Medway
Revenge	Edgar	Pembroke
Resolution	Suffolk	Solebay
Burford	Orford	
Bedford	Monmouth	

Ordered the Orford and Burford into harbour to be paid off, and the Edgar and Suffolk to be reduced to eighty men as guard-ships, and disposed of their men into the ships of the fleet.

Distributed the following lines of battle :—

LINE OF BATTLE.

The Dutch to lead with the starboard, and the English with the larboard tacks aboard.

Frigates, Fireships	Ships' Names	Captains' Names	Guns	
Salamander	Velue . .	Brakell . .	64	} Vice-Admiral
	Vlissingen .	Weltzchutt . .	52	
	Seven Provinces	Vice-Admiral Van-dergoes . .	90	
	Frisia . .	Middagton . .	64	
Harrick 22	Schiedam . .	Van Cooperen . .	50	} Admiral
	Wulverhoorst .	Theengs . .	50	
	Haerlem . .	Somelsdyke . .	64	
	Unie . .	Lieutenant-Admiral Allemonde . .	94	
Endraght .	Ripperda . .	Sweeren . .	50	} Rear-Admiral
	Schermeire .	Grave . .	50	
	Monickendam .	Reguzalls . .	72	
	Medinblyke .	Niecostadt . .	50	
	Catwick .	Rear-Admiral Was-senaer . .	72	} Rear-Admiral
	Damiaten .	Beaden . .	50	
	Dom Van Utreght	Lynslager . .	64	

The second Admiral's division a red pendant, the second Vice-Admiral's a white, the Rear a blue, and the frigates, &c., a yellow.

Frigates—Fireships	Rate	Ships' Names	Captains Names	Guns	Signals
Lynn, Ed. Lechmere . Vesuvius fireship, Tho. Swanton .	3 4 3 3	Essex . Dragon . Kent . Chichester .	Jn ^o Hubbard . R. Hollyman . Jno. Jennings . R ^t Robinson . { Vice-Admiral Hopsonn } { Jas. Greenway Chas. Cornewall .	70 50 70 80	Starboard } spritsail topsail Larboard } yardarm Starboard mizen topsail yardarm Main
	3	Ranelagh .	{ Vice-Admiral Hopsonn } { Jas. Greenway Chas. Cornewall .	80	Fore } topmast head
	3	Shrewsbury .	Chas. Cornewall .	80	Mizen
	4	Greenwich .	Cooper Wade .	50	Larboard mizen topsail yardarm
	3	Monmouth .	Edw ^d Bibb .	66	Starboard } spritsail yardarm
	4	Pendennis .	Jno. Viall .	50	Larboard
Lowestoft, Jn ^o Underdown .	4	Romney .	Chas. Strickland .	50	Starboard fore } topsail
	3	Resolution .	Bas. Beaumont .	70	Starboard main } yardarm
Newport, Salmon Morrice .	4	Weymouth .	W ^m Gifford .	50	Larboard do. }
Vulture, R ^d Cotton .	3	Berwick .	Jno. Leake .	70	Main topmast head
Vulcan fireship, R ^d Culliford .	2	Triumph .	Sir George Rooke, Kt. W. Bokenham, Captain	90	
Katherine Yacht Gal., Millison			Jno. Fletcher		
Carcass } Bombs	3	Revenge .	Tho. Ley .	70	Fore topmast head
Serpent .	4	Canterbury .	Ker Roffey .	60	Starboard } mizen topsail yard-
	4	Hampshire .	And. Leake .	50	arm
	4	Medway .	Cha. Wager .	60	Larboard } main yardarm
	4	Colchester .	Jno. Redman .	50	Larboard
	4	Winchester .	R ^d Wyatt .	50	Starboard mizen topsail yardarm
Dunwich, Mark Noble .	4	Kingston .	Jno. Leader .	60	Starboard } main yardarm
Lightning fireship, Keck .	4	Bonaventure .	Fleet ^d Emes .	50	Larboard

Frigates—Fireships	Rate	Ships' Names	Captains' Names	Guns	Signals
	3	Bedford	Henry Houghton	70	Main
	3	Boyne	{ Sir Jno. Munden And. Pedder }	80	Fore
	3	Eagle	W ^m Kerr	70	Mizen
	4	Dover	Nicho. Trevanion	50	Starboard
	4	Montague	W ^m Cleveland	60	Larboard
	4	Coventry	Tho ^s Hardy	50	Starboard
	4	Windsor	Jno. Constable	60	Larboard
	4	Pembroke	Jno. Baker	60	Starboard
	4	Deptford	Edmund Loades	50	Larboard
	4	Exeter	Ja. Stewart	60	Starboard
	4	Ruby	R ^d Kirkby	50	Larboard
Sorlings, L ^d Dursley	3	Torbay	L ^d A. Hamilton	80	Larboard
Phoenix fireship, Soanes	2	Barfleur	{ Sir Cloud ^s Shovell Tho. Jennings }	90	Mizen
	3	Stirling Castle	Jno. Johnson	70	Starboard
	4	Bristol	Ew ^d Acton	50	Larboard
	4	Dreadnought	Vincent Cutler	50	Starboard
	4	Oxford	Gaspar Hickee	50	Larboard
	3	Yarmouth	David Greenhill	70	Starboard
	4	Chatham	R ^t Hancock	50	Larboard
	4	Dunkirk	Tho. Robinson	50	Starboard
Solebay, Lawrence	3	Royal Oak	R ^d Edwards	74	Starboard
Hunter fireship	3	Breda	{ Jno. Benbow, Esq. Chris. Fogg }	70	Larboard
	3	Newark	R ^d Clarke	80	Starboard
	3	Swiftsure	W ^m Jumper	70	Larboard
	4	Gloucester	Jno. Hartnoll	60	Starboard
	3	Defiance	Henry Martin	66	Larboard

Sunday, July 20.—Ordered the Swiftsure and Dove to send officers and men to carry the Orford and Edgar into harbour.

Wrote to Mr. Secretary Vernon to own his of the 17th, wherein he says the merchants trading to Spain have represented the necessity of a fleet's appearing at Cadiz to secure the trade expected home, in answer to which the Admiral says that in regard his orders are only to look into Cadiz bay; he cannot perceive how that can give any satisfaction, but rather clamour, especially since he thereby is not empowered to do anything in case of a rupture, besides the leaving our country at home naked, and open to the attempts of the French fleet from Brest.

Monday, July 21.—Ordered the Swiftsure and Dove to cruise at Guernsey and Jersey till further order to protect and countenance the inhabitants there, they having received intelligence of armed galleys with land forces from Cape la Hague, &c., that design to attempt those places. Ordered the West India ships from cruising upon Mr. Secretary Vernon's signifying the necessity of their sailing in a short time.

Tuesday, July 22.—Ordered the Exeter to cruise off the Start for ten days to give intelligence and procure men, and to call in the West India ships.

Wednesday, July 23.—Ordered the St. Antonio sloop to Plymouth to clean and refit, the Milford to be supplied with three months' provisions. Wrote to Mr. Secretary Vernon that now the fleet is ready to sail the victualler has not provisions sufficient to complete them, which he takes to be a great detriment, since the loss of time is no small damage at this time of the year. That sea intelligence is not to be depended upon.

Thursday, July 24.—The Winchester and Lowestoft arrived from Brest, but bring only for

news that Monsieur Château-Renaud lays at Brest with about twenty-four of the line and some fire-ships in a readiness to sail, as is supposed to Cadiz. The Betty sailed this morning from St. Helen's to the coast of Guinea.

Wrote to the Admiralty of the necessity of tallow being supplied for boothose tops¹ for the frigates that are to cruise.

Friday, July 25.—Ordered the Hunter fire-ship at Jack-in-the-Basket to press. Wrote to Mr. Secretary Vernon of his intentions to sail on Monday or Tuesday if the wind will permit. Wrote to Sir Cloud^y Shovell to pay as soon as possible the turned-over men.

Saturday, July 26.—Ordered the Shrewsbury, Newark, Yarmouth, Norwich, and Chichester to complete their provisions to three months at whole allowance, and the Katherine yacht into harbour to be cleaned, tallowed, and refitted.

Sunday, July 27.—Wrote to Mr. Secretary Vernon, in answer to his of the 24th, wherein he desires the Admiral's opinion of the practicableness of putting to sea this time of year—viz. that besides the hazard of coming into the Channel in the winter season, in case of a rupture, there will not, when this fleet is out of reach, be a sufficient force to suppress the privateers that will be thrust out on such an overture, and to protect the southern and northern commerce, and to defend our coast from being insulted. These considerations he proposes to their Excellencies as what ought to be duly weighed and debated before any foreign expedition be undertaken.

Wrote to their Lordships of the Admiralty as to the few ships they will have for any service which may

¹ Scrubbing and greasing the ships at the waterline.

suddenly fall out when the Admiral is sailed with the squadron appointed for the expedition, and that some due care ought to be considered of to prevent the daily desertion of the sailors. The Romney and Newport arrived here from cruising, but no manner of news.

Monday, July 28.—Dirty, blowing weather. Nothing happened to-day.

Tuesday, July 29.—Wrote to Mr. Secretary Vernon that, the butter and cheese not being as yet arrived, he cannot think of sailing, but does not intend to pass Torbay till he receives the Lords Justices' further directions as to his proceeding. The Pendennis arrived from cruising, but brings no manner of news.

Wednesday, July 30.—Countermanded the orders for victualling the Shrewsbury, Chichester, Newark, Yarmouth, and Monmouth, their lordships having pitched on the Portland, Salisbury, Crown, Worcester, and Burlington in their room to cruise in the Soundings. The Bristol came in from cruising, but brings no news.

Thursday, July 31.—Ordered the Yarmouth, Newark, Monmouth, and Norwich to the Downs. Wrote to Mr. Secretary Vernon, in answer to his about part of the fleet going to Cadiz, to which the Admiral offers his opinion that it is exposing a considerable part of the strength of the nation to an enemy, and in an enemy's port, without the prospect of doing any service. Ordered the Hampshire and Sorlings to Brest for intelligence, and on his coming from Ushant to send the Sorlings to the Downs.

The Windsor arrived from cruising, having manned herself and procured thirty ord. This day called a council of flag-officers, where the following resolutions were taken—viz.

At a Council of flag-officers, &c., held on board his Majesty's ship the Triumph, at Spithead, July 31, 1701.

Present :

The Honourable Sir	Captain William Boken-
George Rooke, &c.	ham.
Sir Cloudy. Shovell.	Captain John Leake.
Vice-Admiral Hopsonn.	Captain Thos. Ley.
Rear-Admiral Munden.	

Upon reading a letter to Sir George Rooke, from the Right Honourable the Lords of the Admiralty, of the 23rd instant, and hearing the reasons given by Lieutenant-Colonel Browne, master-gunner of England, for the better improvement of the art of gunnery, it is judged necessary that there be guns mounted and butts placed in every port where his Majesty's ships are laid up, and the gunners, their mates, and quarter-gunners to be frequently exercised at the same for their improvement to shoot true, and that they be instructed as well in the theory as practical part of gunnery ; as also that no person for the future be advanced to a gunnery employment unless he passes his examination before the master-gunner of England, or some other persons appointed for that service.

We do approve of Colonel Browne's proposal of shooting grenade shells and fire-shot out of cannons, and that forty or fifty of each be sent on board every great ship in time of war, provided they can be well secured from taking fire and doing mischief in our own ships.

As for the cartridges proposed by the master-gunner, we do approve thereof, provided it can be found practicable to preserve them in our moist

powder rooms, which must be referred to experience.

G. R.

C. S., &c.

The following representation was also agreed on :—

We, the flag-officers of his Majesty's fleet, duly considering the frequent disappointments and prejudice that have and may happen to the service by the lowest complements of men, and being extremely sensible and apprehensive of the hazard our ships are on every occasion exposed to, as well as the honour and safety of the nation, we cannot but, in justice to ourselves and duty to your lordships and our country, humbly represent the same to your lordships' consideration, with the tender of our opinion that it is absolutely necessary for the defence and preservation of the honour of the same that the said lowest complements be struck out of the establishment and abolished, and that only the middle and highest complement may remain. Dated August 31, 1700.

G. R., C. S., T. H., T. M., W. B.

Also the following allowances agreed to for piloting his Majesty's ships into Camarat Bay, Conquest Road, or any of the French ports to the bay :—

	£	s.	d.
A ship of the first rate . . .	4	0	0
„ „ second rate . . .	3	0	0
„ „ third rate . . .	2	5	0
„ „ fourth rate . . .	1	15	0
„ „ fifth rate . . .	1	10	0
„ „ sixth rate . . .	1	5	0

Friday, August 1.—Wrote to Mr. Yard that, according to their Excellencies the Lords Justices'

directions, he will set out on Monday in order to attend them.

Saturday, August 2.—Ordered the Colchester into harbour to be cleaned and refitted, the Canterbury to cruise for fourteen days between Portland and the Lizard, the Winchester off the Wight for ten days, the Medway and Lowestoft for ten days between the Start and Lizard, the Chatham for ten days between Portland and the Berry-head, the Coventry and Newport the Start and Berry-head for ten days—all to gain intelligence and to procure men. Ordered the Resolution and Dragon into harbour to clean.

Sunday, August 3.—Ordered the Pembroke and Deptford to clean at Portsmouth. Captain Whitaker in the Portland, together with the Salisbury, Crown, Worcester, Burlington, and Milford, to go WSW twenty leagues from Scilly, and there to open sealed orders, which are to proceed to the station of $49\frac{1}{2}$ degrees N latitude from thirty to seventy leagues from Scilly, and to spread their ships so as they not miss East India ships expected home, and on their meeting any to see them safe into the Channel. This evening the Admiral struck his flag, and went to London to attend the Lords Justices.

Monday, August 11.—The Admiral returned this evening aboard, and wrote by express that he had consulted Admiral Allemonde, who had no orders to follow their Excellencies, but only his Majesty's commands, and therefore could not detach any ships for foreign service; however, that he would get a rear-admiral with eight ships in a readiness upon the receipt of new orders for so doing. Offers his opinion of the ill consequences of sending great ships to sea in the winter season.

Tuesday, August 12.—Loosed our foretop sails.

The Swiftsure having been put in here from her station at Guernsey, at the loss of three cables and an anchor, and sprung her main-mast, which is ordered to be repaired. Ordered the Dunwich to call the Dover from Guernsey. The Winchester and Coventry and Newport arrived from cruising, but bring no manner of news to be relied on. Ordered the Shrewsbury, Chichester, Swiftsure, Canterbury, and Dover to be victualled to their lowest complements for three months. Ordered the Dispatch brigantine to clean at Portsmouth; the Milford to carry the clerks and money to Plymouth, and to return to Spithead with them; the Hunter fireship to relieve the Lightning guardship at St. Helen's; the Phoenix to complete her provisions to four months.

Wednesday, August 13.—Reduced the Shrewsbury, and ordered her into harbour, after having disposed of her men into the ships of the fleet. Issued orders for the captains being more exact in minding and setting of the watch.

Thursday, August 14.—Ordered the two bomb-vessels to remain at Spithead, and to go to Plymouth with the Bristol, and from thence with Captain Whetstone to the West Indies. Received their Excellencies' orders, by a messenger, to proceed with the fleet off Ushant with sealed orders, to be opened upon his arrival there, as also the Lords of the Admiralty's order to follow their Excellencies. Ordered the Deptford to remain at Spithead, in a readiness to sail with a packet he may hourly expect from Mr. Yard. Unmoored, but the wind freshening at SE, with a leeward tide, he could not proceed.

Friday, August 15.—Ordered the Hampshire to lay off Dunnose and the Dragon to lay off the Oaze to keep out all French ships from looking in to

view the fleet. Weighed this morning at five, and at nine anchored at St. Helen's. Ordered the Winchester to Portland Road to procure men and to join the fleet as they pass. It looking like blowing weather, we moored.

Saturday, August 16.—Blowing very hard at WSW, rode down yards and topmasts. The Canterbury came in from cruising, as did the Dover and Dunwich from Guernsey. Two Dutch men-of-war with twenty-six fly-boats were forced in here. Ordered the Dover to Spithead to complete her provisions and follow the fleet.

Sunday, August 17.—Continues to blow very fresh. The Medway arrived from cruising, and her main-mast being found unserviceable on survey, ordered her to Spithead to get a new one. Received orders from the Admiralty to put all ships to their middle complements.

Monday, August 18.—Ordered the Milford to her middle complements. The Resolution and other ships from Spithead joined the fleet, &c.

Tuesday, August 19.—The wind being easterly, and fair weather, weighed and got under sail. Issued orders of rendezvous to be ten or fifteen leagues north from Ushant if separated before we get the length of Torbay with the wind westerly at St. Helen's; if between that and Ushant, Torbay.

The Lowestoft joined us. At seven this evening the Falmouth joined us from Plymouth; at eight Dunnose bore $N \frac{1}{2} E$, distant four leagues.

Wednesday, August 20.—About one this morning the wind veered to SW. Made the signal to lay by, and a thick fog coming immediately on it was mistaken, which created some confusion, but no damage happen. Anchored at four, and, the fog clearing up at ten, weighed. At noon Dunnose bore $ENE \frac{1}{2} E$, distant eight leagues, and the Needles

NE by N, distant five leagues. Stood on with the tide till five, then anchored, and weighed again at nine.

Thursday, August 21.—Anchored at five this morning, and weighed again at nine, and stood in for Torbay, to which place we got in and anchored about two. Ordered the Milford to Plymouth and to return to Spithead with the clerks and remain there for the Lords of the Admiralty's orders. Ordered the Poole to join the fleet. Ordered the Coventry, between the Start and Eddystone, and the Newport, between the Berry and Start, to look out for ships bound to the fleet. Wrote to Mr. Secretary Vernon and Mr. Yard to assure their Excellencies that though the weather has forced him into Torbay, yet he will take the first opportunity of proceeding.

Friday, August 22.—Ordered Captain Lechmere, of the Lynn, to Cascais Road¹ with a packet to Mr. Mathwyn,² his Majesty's envoy at Lisbon, and so soon as he received an answer thereof to join the fleet a hundred leagues west from Cape Finester, or, if he misses them, to come to Spithead or Plymouth, and send the answer by express to Mr. Secretary Vernon.

Saturday, August 23.—Ordered the Canterbury to cruise between the Berry and Ram-head to procure men. This evening the Portland, Salisbury, and Burlington were put in here with the hard gales at SW, after having seen the Darrell (India ship) into the Channel.

Sunday, August 24.—Ordered the Portland, Burlington, Salisbury, Crown, Worcester, and Poole to raise their complement to their middle. Ordered

¹ *Cascais Road.* Cascaes, close by Lisbon.

² *Mr. Mathwyn.* John Methuen was British envoy to Portugal from 1692 to 1706.

the Crown and Worcester to clean at Plymouth. Received a packet by messenger from Mr. Yard with orders enclosed to Admiral Allemonde, who says he has ten ships with a rear-admiral ready to proceed as their Excellencies the Lords Justices shall direct.

Monday, August 25.—Received letters from Mr. Yard and Mr. Secretary Vernon that their Excellencies are pressing for the fleet's departure, to which the Admiral assured them no time should be lost, and that the blowing weather has been the only hindrance hitherto which has forced in all the cruisers. Ordered Captain Hardy to Plymouth to get a spare topmast.

The Poole to cruise in the offing to the eastward, and the Dragon to the westward, to keep out all French ships or vessels.

Tuesday, August 26.—Ordered Captain Watkins, of the hospital ship, to take aboard all such sick men as should be sent to him. This morning the fleet weighed with the wind westerly, but as they turned out the gale freshened and veered to the SW, and at six in the evening blowed so hard, with dirty squally weather, that with much ado they got into Torbay; by the whole day's working having gained little more than one league to the westward. Several ships lost their topmasts, sails, &c.

Wednesday, August 27.—Blowed very hard all day, that we rode with our yards and topmasts down.

Thursday, August 28.—Received two expresses of their Excellencies pressing the Admiral's putting to sea, to which he replied that he had attempted it and was glad to get in with the loss only of some yards and topmasts; but, however, he and Admiral Allemonde had resolved to try again to-morrow.

Ordered the Deptford and Dragon to Plymouth to remain there for the Lords of the Admiralty's orders in a constant readiness to sail.

Friday, August 29.—With the wind at NW, weighed and stood with a good gale to the westward. Ordered the Burlington to Portsmouth to clean, her rudder on survey being found defective. Ordered the Poole and Dunwich to Brest Water for intelligence, and to join the fleet off Ushant.

Saturday, August 30.—Stood to the southward, with little wind northerly. At noon the Lizard bore NNW, distant eight leagues.

Sunday, August 31.—Off ye Fournhead. This morning sent for Admiral Allemonde, and upon their Excellencies' orders sent orders to Rear-Admiral Munden to sail in company with the Breda, and to follow Vice-Admiral Benbow's orders, and also to the following ships, viz. :—

Ships to return after having seen Mr. Benbow part of his way, under the command of Sir Jno. Munden.

	Guns		Guns
Boyne . . .	80	Catwick . . .	72
Berwick . . .	70	Monickendam . . .	72
Eagle . . .	70	Dom V. Utreght . . .	64
Kent . . .	70	Haerlem . . .	64
Bedford . . .	70	Velue . . .	64
Resolution . . .	70	Frisia . . .	64
Canterbury . . .	60	Wulverhoorst . . .	50
Pembroke . . .	60	Schiedam . . .	50
Medway . . .	60	Damiaten . . .	50
Exeter . . .	60	Schermeire . . .	50
Montague . . .	60	De Unie . . .	24
Lowestoft . . .	52	Harrick . . .	24
Hampshire . . .	50	Endraght	} fireships
Winchester . . .	50	Salamander	
Chatham . . .	50		
Romney . . .	50		
Newport . . .	24		
Vesuvius	8		
Vulture	8		
Suffolk hoy bt. hospital			

Ships to proceed to the West Indies.

	Guns		Guns
Breda . . .	70	Pendennis . . .	50
Defiance . . .	70	Colchester . . .	50
Windsor . . .	60	Falmouth . . .	50
Gloucester . . .	60	Greenwich . . .	50
Ruby . . .	50	Kingston . . .	60

So soon as Sir John Munden has Vice-Admiral Benbow's orders to part from him he is to return to Spithead, but to take care that he does not separate from the Baron Wassenaer, who commands the Dutch squadron.

Monday, September 1.—This morning the Poole and Dunwich joined the fleet and brought with them Mr. Slade, master of the Endeavour hoy, of Falmouth, who had been employed by Mr. Secretary Vernon to gain intelligence; he says he came out of Brest the 29th ultimo, and had been stopped there for above a month. That on the third of August the Saint Esprit of seventy-eight guns and the St. Francis of fifty-two sailed to the West Indies with a small frigate, two fireships, and four large storeships, and on the 29th, when he came out, Monsieur Château-Renaud sailed also with three three-decked ships, five seventy-gun ships, two of fifty guns, and four small frigates from thirty to forty, three fireships and four storeships, that they were victualled for six months, and were bound to Cadiz. That Count d'Estrées was arrived at Brest to command there, that there were in harbour eleven three-decked ships and four of seventy guns, and that they were at work repairing them.

Tuesday, September 2.—This afternoon Vice-Admiral Benbow parted from the fleet and stood to the westward.

Wednesday, September 3.—This forenoon called

a council of flag-officers, where the following resolution was taken, viz. :—

Present :

Sir Geo. Rooke.	Admiral Allemonde.
Sir Cloud ^y Shovell.	Vice-Admiral Vander-
Vice-Admiral Hopsonn.	goes.
Captain W. Bokenham.	

Upon consideration of the third article of their Excellencies the Lords Justices' instructions to Sir George Rooke of the 12th August, 1701, directing that in case Monsieur Château-Renaud is sailed from Brest, that then the remaining part of the fleet, after the detachments are made for the reinforcing Vice-Admiral Benbow's squadron, be disposed of in such stations as shall be judged proper for the security and protection of the several traders expected home from foreign parts, and that we do continue on that service as long as shall be advisable with respect to the season of the year, and it appearing by certain

Line of Battle.
The Dutch,
5 in number.
Weymouth
Swiftsure
Revenge
Triumph
Torbay
Salisbury
Royal Oak
Ranelagh
Stirling Castle
Coventry
Dover
Chichester
Barfleur
Essex
Portland.

information that Monsieur Château-Renaud sailed from Brest the 29th ultimo, it is resolved that pursuant to the said instructions we do cruise in the latitude of forty-nine degrees thirty minutes from twenty to fifty leagues distant from Scilly, but with respect to the season of the year we cannot but concur with former resolutions of councils of flag-officers in time of war, that it is very unsafe to keep the great ships at sea after the 10th of September, and therefore it is further resolved that after the said 10th of September

we make the best of our way to St. Helen's, or sooner, if the winds should happen to set in and blow hard westerly. Poole, Phoenix, Dispatch brig, Katherine yacht, Hunter fireship, Dunwich, Lightning.

Accordingly issued orders of rendezvous and sent the Salisbury and Dunwich to cruise off Ushant in the station there, to give notice to ships bound to the fleet of the present rendezvous, and in case of missing us after the sixth, to go to Plymouth to be cleaned and refitted. Stood towards the station, and in the evening began to blow hard at SW.

Thursday, Friday, Saturday, } Nothing ex-
Sunday, Monday. } traordinary hap-
pened, being very blowing weather all this time.

Tuesday, September 9.—Fair weather, wind westerly; stood towards Scilly.

Wednesday, September 10.—Wind at WNW. Made Scilly about ten this afternoon.

Thursday, September 11.—This morning got about four leagues S from the Lizard, and the wind having come up easterly, worked all this day to windward. Sent an express to the Secretary of State and the Admiralty to acquaint them of the return of the fleet, and to desire leave to be ashore for the recovery and confirmation of his health.

Friday, September 12. }
Saturday, September 13. } Plied to windward
Sunday, September 14. } between the Lizard
Monday, September 15. } and Start. To-day
at noon the Diligence
brigantine brought from the St. Louis yacht a packet, with orders from the Lords Justices to send a frigate to call home the ships with Sir John Munden accompanying Vice-Admiral Benbow. Ordered the Poole to Plymouth to victual and lay in a readiness to sail.

Tuesday, September 16.—Sent the brigantine with sealed orders to Captain Cranby forthwith to proceed twenty or thirty leagues west from Scilly, to open his orders there, which are to go to Vice-Admiral Benbow's rendezvous with orders to him.

Wednesday, September 17. }
Thursday, September 18. } Plied to windward.
Friday, September 19. }

Saturday, September 20.—Came this morning to St. Helen's, received the Lords of the Admiralty's orders to send the fleet to the Downs, ordered the Shrewsbury's men to be returned her, and she to proceed to the Downs, as also the other ships expected at Spithead, the brigantine into harbour to be paid off, &c. ; the Dutch saluted and went into Spithead.

Sunday, September 21.—With a fair wind westerly, weighed at nine and put to sea.

Tuesday,¹ September 22.—Came into the Downs.

Wednesday, September 23.—Struck the flag and went to St. Lawrence.

October 24.—Went to Margate with intention to embark for Holland to convoy his Majesty from thence, but the yacht not being come returned to St. Lawrence.

Sunday, October 26.—Embarked on board the Charlotte yacht and sailed towards Holland, with the wind westerly.

October 27. } As we got within sight of West

October 28. } Capell,² the wind took us short, and blowing very hard at E and ENE forced to bear away to Ramsgate.

October 29.—Went ashore at Ramsgate.

October 30.—Went to St. Lawrence.

November 2.—Went to London and continued there.

January 10, 1702.—Delivered a scheme to his Majesty for the prosecution of services at sea, &c., the next summer. That forthwith fifty sail of English and thirty Dutch of the line be appointed

¹ So in MS.

² *West Capell.* Westkappel, the extreme point of the Island of Walcheren.

for the main fleet, thirty English and twenty Dutch to go abroad with 8,000 English and Dutch soldiers to attempt something on Spain or Portugal, the other thirty sail, with frigates, &c., to remain at home for the security of the Channel.

Friday, January 28.—His Majesty appointed the Earl of Pembroke Lord High Admiral of England, &c. ; Sir George Rooke, Admiral of the White ; Sir Cloud^y Shovell, Admiral of the Blue ; Mr. Aylmer, Vice of the Red ; Sir D. Mitchell, Vice-Admiral of the White ; Mr. Benbow, Vice-Admiral of the Blue ; Lord Carmarthen, Rear-Admiral of the Red ; Sir John Munden, Rear of the White ; and Sir Staff^d Fairborne, Rear of the Blue. The Admiral to wear the union flag.

Tuesday, February 3.—Came to Chatham to give necessary directions for hastening the ships of that port to sea, and that the Canary fleet being arrived the convoy designed for them may be stopped.

Wednesday, February 4.—Returned to London.

Saturday, February 21.—Came to Rochester to hasten as much as possible the ships in the river to sea. The Queen broke twice from her mooring chains. Represent the dangerous consequence of trusting such great ships to chain moorings.

Sunday, February 22.—Received this morning news that his Majesty had a fall off his horse at Hampton Court, but was so well as to come to Kensington.

Monday, February 23.—Went to St. Lawrence.

Tuesday, February 24.—At St. Lawrence.

Wednesday, February 25.—At Mr. Dig's.

Thursday, February 26.—At my Lord Strangford's.

Friday, February 27.—Came to Rochester.

Saturday, February 28.—Came to London.

Saturday, March 7.—His Majesty having last night very bad symptoms that his life was despaired of, and still continuing very weak, the Admiral received orders from my Lord High Admiral pursuant to the Lords of the Council's directions to hasten to Portsmouth to be aboard the fleet.

Sunday, March 8.—At eight this morning his Majesty died, and at nine we went towards Portsmouth and came this evening to Godalming.

Monday, March 9.—About two o'clock got to Portsmouth Dock with the first notice of his Majesty's death and the Queen's being proclaimed, and immediately went off aboard the Stirling Castle. Found all the officers concerned for the loss of the King, but expressing a due satisfaction for the Queen's accession to the crown.

Found at Spithead the ships following, viz. :—Stirling Castle, Yarmouth, Bedford, Berwick, Russell, Essex, Orford, Monmouth, Edgar, Grafton, Burlington, Norwich, Warwick, Pembroke, Centurion, Coventry, Chester, Lincoln, Nonsuch, Blackwall, Guernsey, Lichfield, Dolphin, Bedford galley, Vulcan fireship.

Tuesday, March 10.—Sent the weekly account to the Lord High Admiral.

Wednesday, March 11.—Ordered the ships at Spithead to fire in duty and honour to the blessed memory of his late Majesty in the same manner as at funeral processions—viz. each third-rate twenty-six guns, and each fourth-rate twenty, the rest as many as they could, which they did accordingly this afternoon one ship after another.

Thursday, March 12.—Upon hoisting our colours this morning ordered all the ships to fire guns as an expression of joy on her Majesty's happy accession to the crown—viz. each third-rate twenty-five, and each fourth-rate twenty-one, the

rest as many as they can, which they did altogether accordingly.

Sent the Essex and Blackwall to Plymouth to convoy from thence a storeship and hulks to Kinsale, and to return to Spithead.

Ordered Captain Dove a top-lantern, he having a considerable convoy of merchant ships to bring from Virginia.

The Medway arrived from Guernsey.

Ordered Captain Dove to remain at Spithead till he receives some dispatches from London to the Governor of Virginia.

Friday, March 13.—Ordered the Newport to the Nore with men for the Royal Sovereign, and the Medway to Guernsey and Jersey with packets to the governors of those two islands. Received his Excellency Lord High Admiral's leave to return to town. Accordingly went ashore this evening, and lay at Portsmouth. Mr. Churchill appointed Vice-Admiral of the red, with a dormant commission to be Admiral of the blue.

Saturday, March 14.—Went early out of Portsmouth, and got about six in the evening to Guilford.

Sunday, March 15.—Got to town about noon.

Tuesday, March 17.—Formed a line of battle. The Admiral, Sir Cloud^y Shovell, Admiral Churchill, and Mr. Hopsonn present.

Friday, April 3.—Went to Blackstakes in the William and Mary yacht, and gave orders to the great ships to hasten out to the Nore.

Sunday, April 5.—Received the Sacrament at Queenborough.

Monday, April 6.—Went to St. Lawrence.

Friday, April 10.—Returned aboard the Sovereign, and ordered my Lord Carmarthen to

send an officer and a press gang to Feversham for men.

Ordered the Plymouth to the Downs.

Saturday, April 11.—Returned to town.

Thursday, April 30.—Came to the Nore.

Friday, May 1.—Ordered the ships here to receive and keep in readiness transport boats for landing men, and about discharging tenders, &c. The Milford and Sheerness passed by from the Hope to Holland with soldiers.

Saturday, May 2.—Ordered the Fly brigantine to cruise amongst the sands in the Swynne.¹

Sunday, May 3.—Dined at Sheerness, and ordered a stop to the pressing fishermen, &c., in the rivers Medway or Thames, &c.

Monday, May 4.—Received and put in execution his Excellency's orders for declaring a war with France and Spain, for laying a general embargo on all ships outward bound, and for ordering the Monck and Portland to take under their convoy all ships bound to Holland.

At noon a small French bark of thirty-six tons, loaden with rozen, came into the Nore and was seized by Captain Robinson of the William and Mary yacht.

Tuesday, May 5.—Ordered Captain Graydon to take upon him the command of the ships at the Nore, and came this night to London.

Wednesday, May 6.—This day the Admiral received a commission to be Admiral and Commander-in-chief of her Majesty's fleet, Sir Cloudy Admiral of the white, Colonel Churchill Admiral of the blue, Mr. Hopsonn Vice-Admiral of the red, Lord Carmarthen Vice-Admiral of the white, Mr.

¹ *The Swynne.* The Swinn is a channel at the mouth of the Thames between the Maplin and Barrow Sands, forming the direct passage from the Nore to the North Sea.

Benbow continued Vice-Admiral of the blue, Sir John Munden Rear-Admiral of the red, Sir Staff^d Fairborne Rear-Admiral of the white.

Thursday, May 7.—Wrote to the Navy Board to direct convenient apartment to be made for Count Guldenleew aboard the Royal Sovereign.

Friday, May 8.—Appointed Captain Ley to be first and Captain Fletcher second captains of the Royal Sovereign.

Saturday, May 9.—Wrote to the Navy and Victualling Board to hasten the naval stores and provisions aboard.

Tuesday, May 12.—Wrote to Commissioner Greenhill to contrive and build floating bridges for landing soldiers.

Friday, May 15.—Came to the Nore, where we found still a great want of them. Ordered the Lynn to clean at Sheerness.

Saturday, May 16.—Ordered the Fly brigantine to cruise between Dover and Hastings, the Discovery and Post-boy among the sands in the Swynn for security of our fishery. Ordered all commanders to give an account from time to time in their weekly accounts of the time their ships were last cleaned, and not to detain or impress other ships' men.

Sunday, May 17.—Ordered the ships that cannot proceed to Spithead with the fleet for want of men to send their tenders away a-pressing.

Monday, May 18.—Held a court-martial where Mr. King, lieutenant of the Lynn, was turned out for drunkenness. The embargo taken off from all vessels employed in the mackerel fishery or trading between the North Foreland and London.

Tuesday, May 19.—Left orders with Sir Cloud^y Shovell to proceed to Spithead with the ships that are in a condition to sail with respect to their being

manned, and to leave orders with the rest to follow. Came this night to town.

Wednesday, May 20.—Wrote to the Navy Board to clean the Fubbs yacht at Deptford. Received the Admiral's patent to be Vice-Admiral of England, &c., a copy of which as follows, viz. :—

Anne, by the grace of God of England, Scotland, France, and Ireland, Queen, Defender of the Faith, &c. To all to whom these presents shall come greeting. Know ye that We, reposing especial trust and confidence in the ability, experience, care, and fidelity of our trusty and well-beloved Sir George Rooke, Knight, of our especial grace, certain knowledge, and mere motion, have given and granted, and by these presents do give and grant unto you, the said Sir George Rooke, the office and place, offices and places, of Vice-Admiral and Lieutenant of the Admiralty of England, and of the Lieutenant of the Navies and seas of this our kingdom ; and him, the said Sir George Rooke, Vice-Admiral and Lieutenant of the Admiralty of England, and also Lieutenant of the Navies and seas of this our kingdom of England, We do make, ordain, and constitute by these presents, to have, hold, exercise and enjoy the said office and offices, place and places, unto the said Sir George Rooke during our pleasure. And also know ye that We, of our more ample grace, certain knowledge, and mere motion, have given and granted, and by these presents do give and grant unto the said Sir George Rooke, for the better enabling him to perform the said offices and places, the wages and fee of twenty shillings by the day, and the wages, allowance, and entertainment, of 10s. 6*d.* the month for sixteen men, accounting twenty-eight days to the month ; to have, hold, receive and take the said 20s. by the day, and the said allowance and entertainment of 10s. 6*d.* by the

month for sixteen men unto him the said Sir George Rooke, from the first day of May in the first year of our reign ; during the continuance of his said employment the payment of all the said wages and allowances to be made by the hands of the Treasurer of our Navy, now for the time being at the four usual feasts of the year—that is to say, the feasts of the Nativity of St. John the Baptist, St. Michael the Archangel, the Birth of Our Lord Christ, and the Annunciation of the Blessed Virgin Mary, by equal and even portions ; and the first payment thereof to be made at the feast of St. John the Baptist now next coming, and from thenceforth quarterly, as aforesaid, together with all other wages, fees, profits, rights, perquisites, privileges, pre-eminences, jurisdictions, powers, authorities, and advantages whatsoever to the said office or offices or any of them appertaining ; and hereby give and grant unto the said Sir George Rooke full power and authority, under the Lord High Admiral now being, or the Lord High Admiral or Commissioners for executing the office of Lord High Admiral for the time being, to order, govern, and direct the said Navies, and all and every the masters, soldiers, gunners, and other officers to the same belonging ; and to take and retain all and every the masters, mariners, soldiers, gunners, or other person or persons whatsoever to be used in the said Navies and seas aforesaid under the said Lord High Admiral or Commissioners for executing the office of Lord High Admiral of England for the time being, as occasion shall require, or commandment shall be given by us, our heirs, or successors, or the Lord High Admiral of England or Commissioners of the Admiralty for the time being ; and them to remove, as occasion shall require, at the liberty and pleasure under the Lord High Admiral or Commissioners of

the Admiralty for the time being, of the said Sir George Rooke; and all and every other power, privilege, jurisdiction, thing or things whatsoever, which doth or may concern the said office or offices of the government of the said Navies and seas, to do, perform and accomplish from time to time, under the Lord High Admiral or Commissioners of the Admiralty for the time being, as Vice-Admiral of our said Navies and seas, as amply and effectually as the late Prince Rupert Count Palatine of the Rhine; or Edward, late Earl of Sandwich; or Henry, late Duke of Grafton; or Arthur, Earl of Torrington; or any other Vice-Admiral heretofore ever had, enjoyed, or performed the same, although the express mention of the certainty of the premises in these presents is not made, or any other thing, cause, or matter whatsoever in any wise notwithstanding. In witness whereof we have caused these our letters to be made Patents. Witness ourself at Westminster the 14th of May in the first year of our reign.

WRIGHT.¹

Thursday, May 21.—The Prince of Denmark had this day his patent as Lord High Admiral, came to the Admiralty Office where the same was opened and read; appointed Sir George Rooke, Sir David Mitchell, Colonel Churchill, and Mr. Hill, his council to assist in the Admiralty affairs, &c.

Friday, May 22.—Ordered Sir Clowd^y Shovell to draw 500 of the Britannia men for the use of the great ships at Spithead.

Tuesday, May 26.—The wind coming westerly I went this morning to the bank and received 8,000^{li} contingent money, and this evening came aboard the Fubbs yacht² at Greenwich, from whence we

¹ Sir Nathan Wright, Lord Keeper.

² *Fubbs yacht.* Fubbs is a dialectical word, meaning 'a plump, chubby young person.' It was Charles II.'s pet name for the Duchess of Portsmouth.

sailed about nine, and being calm, we anchored below Purfleet at one in the morning.

Wednesday, May 27.—Weighed at noon with little wind westerly, and stood towards the Nore, where we arrived about eight at night, and found the fleet sailed from thence with Sir Clowd^y Shovell.

Thursday, May 28.—About ten this morning got off the North Foreland, where we anchored, and at one saw the fleet standing towards us; in the evening came aboard the Royal Sovereign at an anchor off the North Foreland.

Friday, May 29.—Weighed at four this morning with the wind at NW and passed through the Downs.

Saturday, May 30.—Got at five this evening to an anchor at St. Helen's at which time a French privateer that fell in with the fleet in the night between the stern and the rear-guard seized and carried off the Post-boy brigantine, and a small pink¹ laden with ordnance stores, the masters of those vessels having been careless in not keeping near any of the ships of war, but lying still at an anchor, and the Admiral having no cruisers with the fleet to chase them.

Sunday, May 31.—Sailed into Spithead, where lay the following ships:—

Royal William	Suffolk	Blackwall
Victory	Stirling Castle	Crown
St. George	Cumberland	Loo
St. Michael	Expedition	Dunwich
Association	Lennox	Vulture
Shrewsbury	Berwick	Paramour Pink
Dorsetshire	Yarmouth	and three fire-
Cambridge	Grafton	ships.
Norfolk	York	

Upon information that a grand partie of the

¹ *Pink.* A long narrow boat.

enemies' ships were bound from Conquet¹ to the eastward. Ordered the Essex, Assistance, Blackwall, Loo, and Dunwich with four Dutch ships of war to cruise off Cape la Hague to intercept them.

Monday, June 1.—Wrote to Lord Nottingham to acquaint him of the scarcity of men, the backwardness of the expedition, most of the Dutch ships being not yet arrived, the danger of bringing home the great ships in the winter, &c. Ordered the Pool to join Captain Hubbard off Cape la Hague. Yarmouth and Hawk fireship to ride guardship at St. Helen's, Charles galley to convoy a vessel with ordnance stores from Shoreham.

Tuesday, June 2.—This evening his Royal Highness came to Portsmouth.

Wednesday, June 3.—His Royal Highness went to the Isle of Wight, where he reviewed the English camp near Newport, and as he passed through the English fleet, he was saluted by all the ships thereof, viz. :—with twenty-five guns each ; returned in the evening.

Thursday, June 4.—His Royal Highness this morning viewed the Dutch troops at Gilkiker, and at noon came on board the Royal Sovereign where he hoisted the standard, Lord High Admiral's flag, and union flag, and was thereon saluted by the whole fleet, as he was at his going off after dinner ; he rowed round the fleet and went ashore in the evening.

Ordered the Lennox and Dunwich to carry soldiers to Guernsey.

Friday, June 5.—His Royal Highness viewed the dock and Portsmouth this afternoon. Ordered

¹ *Conquet.* Le Conquet, close to Brest.

all the ships of the expedition to be victualled for four months.

Saturday, June 6.—Early this morning the Prince went to London, the Plymouth arrived from the Downs, ordered her into harbour to clean. The Sorlings sailed with a packet to Mr. Methuen at Lisbon and to join us off Cape St. Vincent. The Lennox and Dunwich sailed to Guernsey with soldiers, ordered Captain Douglas to make the best of his way to the West Indies with the ships under his command. Ordered the Winchelsea to the Nore with Admiral Churchill's servants and equipages. Ordered Captain Gifford to attend his Royal Highness's commands ashore, he being appointed Commissioner of the Navy at Portsmouth. Captain Dilkes to have the Somerset.

Sunday, June 7.—All the transport ships except the Prince of Orange and the Samuel and Henry arrived from the Downs. Received her Majesty's orders to embark the troops, &c. ; the Eagle, Bedford, and Kent arrived from the Soundings with part of Major-General Earle's regiment aboard. Ordered the Flamborough to cruise between the Wight and Portland for the security of the fishery, &c.

Monday, June 8.—Ordered the Kent into harbour to be cleaned, the Bonetta sloop to the Nore. Tried Lieutenant Fisher at a court-martial, where it appearing he had been most barbarously used by Captain Dampier, he was acquitted, and the captain fined in all his pay for the same ; he being now out of the service he could not be otherwise punished by the court.

Tuesday, June 9.—Received her Majesty's instructions for taking on board the rest of the land forces, and for putting to sea with the first oppor-

tunity of wind and weather. The master shipwright and his assistants at Portsmouth Yard, having considered the advantages and inconveniences of having the main channels of the great ships placed so low, say that in ships that are to be built or rebuilt they may be raised above the middle tyre with safety and great advantage, due preparation being made in the frames for strengthening and securing the same accordingly.

Received his Royal Highness's orders to obey her Majesty's orders for the future.

Wednesday, June 10.—Ordered the Assistance and Poole to clean at Portsmouth, the Blackwall to Guernsey to call the Pembroke to join the fleet.

The Loo to cruise between the Wight and Portland. Ordered the Hunter fireship to join the fleet, and the Firebrand to relieve her as guardship at Jack-in-the-basket. Countermanded the Loo to convoy several ships bound to the eastward as far as Dungenness.

Captain Hubbard with the ships off Cape la Hague arrived without seeing the enemy.

Thursday, June 11.—Captain Dilkes having got a commission for the Somerset, ordered Captain Lestock of the Cornwall to send her into harbour and to remove his men into the Cambridge, and gave him a commission for that ship accordingly.

Ordered all the transports to Cowes to embark the forces.

Friday, June 12.—The Flamborough arrived from cruising, and ordered her into harbour to clean. Ordered the Exeter, who is just now arrived, to clean.

Saturday, June 13.—Ordered the Newport to clean. All accounts agreeing that the French

have many ships at Newfoundland on the banks, resolved to send a squadron thither to fall on them which, as was some time since proposed, will spoil in probability their privateering trade.

The Duke of Ormonde came from London about noon, and went immediately to Newport to order the forces aboard the transport ships. The Winchester arrived this evening with Mr. Methuen. Ordered all the commanders to have a special regard to their fire-hearths, and not to impress any men protected by the public offices.

Sunday, June 14.—Received an order from the Queen to consider at a Council of flag and general officers Sir Jno. Munden's letters and Councils of War, &c. Upon which wrote immediately to the Duke of Ormonde and Admiral Allemonde, but it blowing so hard they could not come. The Adventure arrived and ordered to clean.

Monday, June 15.—This morning Rear-Admiral Graydon hoisted his blue flag.

Ordered Sir Clowd^y Shovell to take upon him the command of the ships that are to remain at Spithead.

Ordered Mr. Bowles to put the 14,000^{li} for short allowance aboard the Royal Sovereign for security.

A Council of general officers being called, the following resolution agreed to, viz. :—

At a Council of general officers held on board her Majesty's ship the Royal Sovereign at Spithead, June 15, 1702.

His Grace the Duke of Ormonde, Sir Henry Bellasis, Lord Portmore, Major-General Baron Sparr, Sir Cha. Hara, Brigadier-General Baron Paland, Sir George Rooke, Admiral, Lieutenant-Admiral Allemonde, Sir Clowd^y Shovell, Admiral Calem-

bergh, Vice-Admiral Hopsonn, Vice-Admiral Vandergoes, Vice-Admiral Pietersen, Sir Staff^a Fairborne, Rear-Admiral Baron Wassenaer, Rear-Admiral Graydon, Captain Ley.

Mr. Secretary Hodges' letters of the 13th instant to Sir George Rooke being read, as also Sir Jno. Munden's letter of the 7th and the results of the Councils of War of the Captains of his Squadron of the 19th and 28th of May, the subject matters of which being maturely debated and considered, it is our opinions that if the French ships mentioned in the said accounts are in the Corunna upon our arrival on that coast that we land the forces near Fontania in the river Bitansos¹ and march away to the Corunna and attack the town, and bombard the French ships in the bay, and then, when matters are in this disposition, it is proposed and resolved, by a suitable detachment of ships of war and fire-ships, to force the harbour, and co-operate with our forces ashore in destroying the ships and reducing the town.

And if the French ships are gone from the Corunna, and that we have a quick passage that length, it is our opinion we may proceed further southerly in prosecution of her Majesty's instructions in that behalf, but if our passage be tedious we shall, according to the circumstance of time and weather, have opportunity to consider what is reasonable to be done for the public service.

It is further proposed that for hindering the abovesaid squadron of French ships from getting out of the Corunna, that we do forthwith make a detachment of sixteen or eighteen ships of war to make the best of their way thither, and that the

¹ *Bitansos*. The Rio de Betanzos enters the sea close to Corunna.

body of the fleet with the transport ships do follow with the first opportunity, and in case the detachment shall find the French squadron sailed from the Groin,¹ they are then to make the best of their way off and join the fleet ten or twelve leagues NW from Cape Finister.

Ormond, &c.

G. ROOKE, &c.

The *Revenge* and *Monmouth* arrived from the Soundings, the first of which ordered into harbour to be graved and cleaned.

Tuesday, June 16.—Ordered the *Blackwall* to the Downs, issued the line of battle—viz. as in the next page. The *Winchester* sailed to the Nore.

Wednesday, June 17.—Received this morning her Majesty's instructions approving of the resolutions of the Council of war, upon which the Admiral made the following detachment of English and Dutch ships, and gave them immediately their orders to make the best of their way to the Groin, and, in case the French ships were still there, to keep them from getting out; but if they were gone, to join the fleet ten or twelve leagues NW of Cape Finisterre, to which place a frigate is to be sent to give the fleet notice if they are at Corunna:—

St. George	Berwick	Poole
Triumph	Torbay	Dunwich
Essex	Stirling Castle	Hunter } fireships,
Cambridge	Expedition	Griffin }
Orford	Bedford	and eight Dutch
Yarmouth	Eagle	ships of the line
Cumberland	Plymouth	

Unmoored this morning, but it blowing very fresh the Admiral was forced to moor away again.

The *Pembroke* arrived from Guernsey.

¹ *The Groin* is the English version of La Coruña.

LINE OF BATTLE.

The English to lead with their starboard and the Dutch with their larboard tacks aboard.

Frigates, Fireships, &c.	Rate	Ship's Name	Commanders' Names	Men	Guns	Division	Squadron
Mortar Bomb	2	Association .	W ^m Bokenham .	640	90	Vice-Admiral Red	English
Jeffrey Hospital	3	Monmouth .	Jno. Baker .	389	70		
Sorlings	3	Essex .	J ^{no} Hubbard .	446	70		
Vulture fireship	3	Cambridge .	R ^d Lestock .	476	80		
Phoenix fireship	2	Prince George	{ Tho. Hopsonn, Esq. }	640	90	Rear-Admiral of Blue	English
Dunwich	3	Orford .	{ Gerr ^d Elwes }	446	70		
	3	Yarmouth .	Jno. Norris .	446	70		
	3	Grafton .	W ^m Prower .	446	70		
Smyrna Factor Hospital	3	Cumberland.	Tho. Harlowe	446	80	Rear-Admiral White	English
Newport	3	Lennox .	Simon Foulkes	476	70		
Lightning fireship.	3	Berwick .	W ^m Jumper .	446	70		
	2	Triumph .	R ^d Edwards .	446	90		
Terror Bomb	3	Torbay .	{ Jno. Graydon, Esq. }	640	80	Vice-Admiral of the Fleet, &c.	English
	4	Pembroke .	{ R ^d Hughes }	476	60		
	3	Northumberland	And. Leake .	346	70		
	2	Barfleur .	Tho. Hardy .	446	90		
Granada Bomb	3	Stirling Castle	J ^a . Greenway .	446	70	Rear-Admiral White	English
Terrible fireship	3	Burford .	Francis Wivell .	640	96		
Lowestoft	2	St. George .	Jno. Johnson	446	70		
Griffin fireship	3	Expedition .	Hovenden Walker	446	70		
Sarah and Betty Hospital	3	Chichester .	{ Sir Staff ^d Fairborne }	703	70	Vice-Admiral of the Fleet, &c.	English
	3	Swiftsure .	{ Peter Watton }	446	80		
	3	Kent .	J ^{no} Knapp .	476	70		
Muscovia Merchant	3	Boyne .	And. Pedder .	408	70		
Loyal Merchant	3	Bedford .	R ^d Wynn .	446	80	Vice-Admiral of the Fleet, &c.	English
Lynne	3		Jno. Jennings	476	76		
			L ^d Arch ^d Hamilton	446			
			Hen. Haughton .				

Frigates, Fireships, &c.	Rate	Ship's Name	Commanders' Names	Men	Guns	Division	Squadron
Firedrake Bomb . . .	1	Royal Sovereign .	(Sir Geo. Rooke	930	110	Vice-Admiral of England and Admiral of the Fleet, &c.	English
Adventure . . . 40		Ranelagh . . .	{ Tho. Ley, Esq. 1 st capt. Jno. Fletcher, 2 ^d capt. R ^l Fitzpatrick . . .	476	80		
Paramour Pink . . .	3	Plymouth . . .	R ^l Kirktonne . . .	332	60		
Hawke . . .	4	Eagle . . .	Ja. Wishart . . .	446	70	Vice-Admiral	Dutch
Hunter . . .	3	Somerset . . .	Tho. Dilkes . . .	476	80		
Fubbs Yacht . . .	3	Holland . . .	Captain Convent . . .	72	72		
Poole . . . 32	3	Velue . . .	Cap. Van Wassenaer . . .	64	64	Vice-Admiral	Dutch
Flamborough . . . 25		Seven Provinces . . .	Vice-Ad. Vandergoes . . .	90	90		
Basilisk Bomb . . .		Dordrecht . . .	Cap. Vander Pott . . .	72	72		
Princess Ann . . .	3	Wassenaer . . .	Cap. Van Cooperen . . .	64	64	Admiral	Dutch
Antelope . . . } hospital		Emilia . . .	Cap. De Veth . . .	64	64		
Gorcum . . .		Hardenbrooke . . .	Cap. Swens . . .	50	50		
Clyfboom brander . . .	3	St. Loo . . .	Cap. Schoot . . .	64	64	Rear-Admiral	Dutch
Salamander bomb . . .		Reynberg . . .	Cap. Lynslager . . .	72	72		
Beschuyter . . .		Vrijheid . . .	L ^t Ad. Van Allemonde . . .	94	94		
Endraght fireship . . .	3	Catwyck . . .	Cap. Beckman . . .	72	72	Admiral	Dutch
Ilsvelt bomb . . .		Unie . . .	Baron Wassenaer . . .	92	92		
Catryn hospital . . .		Gouda . . .	Cap. V. Somelsdyke . . .	64	64		
Woolfe . . .	3	Wulverhoorst . . .	Cap. Theengs . . .	50	50	Admiral	Dutch
Salamander brander . . .		Vereght . . .	Cap. Bravens . . .	64	64		
Skryk bomb . . .		Enkhusen . . .	Cap. Backer . . .	72	72		
Walvysvanght hospital . . .	3	Berschermer . . .	Ad. Lalemburk . . .	90	90	Vice-Admiral	Dutch
		Arnhem . . .	Cap. Van Veen . . .	64	64		
		Alkmaar . . .	Vice-Ad ^t Pietersen . . .	72	72		
		't Slot Muyde . . .	Cap. Scryver . . .	72	72		

Thursday, June 18.—Drawed men out of the ships that remain at Spithead for the service of those to go abroad, and removed the soldiers into those ships going with Sir Staff^d Fairborne. The Lennox and Dunwich arrived from Guernsey.

Friday, June 19.—Unmoored this morning and fell down to St. Helens, ordering all the transport ships to come thither, the forces being all aboard, only the horses, who were directed to be shipped off with the expedition.

Gave Captain Bokenham a commission for the Association and orders to remove so many men from the *Namur* as will man that ship to her middle complement, in pursuance to the Prince's directions upon a complaint from Captain Bokenham's that the *Namur's* fire-hearths were not securely fixed.

Ordered the commanders of the fleet to put their companies to two-thirds allowance of all species, to commence the 25th instant. Issued orders of rendezvous, the open ones to be at Torbay if within the Channel, and without SW from Scilly twenty or thirty leagues. The sealed ones to be NW from Cape Finisterre ten or twelve leagues, at the Groin or in the Bay of Bulls,¹ near Cadiz.

Ordered Captain Cavendish to receive and carry Commissioner Wright to Kinsale and then to proceed between the coast of Ireland and Scotland, to cruise there and to observe and follow the Government of Ireland's orders.

Ordered Captain Walker of the *Burford* to fit at Spithead with all expedition.

Saturday, June 20.—Countermanded the *Poole* and ordered her to cruise in the offing to windward.

¹ *Bay of Bulls.* The Bay of Pálos, extending from Cape St. Mary to Rota, or from the Guadiana to the Guadalquivir.

Sir Staff^d Fairborne to take the Sorlings in her room whenever he meets her.

Sunday, June 21.—Ordered Captain Hughes of the Flamborough to cruise between Wight and Portland, and to join the fleet if the wind should come northerly.

A Dutch privateer brought last night a French sloop of four guns with thirty odd men, with the French King's orders to dog the fleet and give intelligence of their proceedings, &c. Represent to the Secretary of State the great want of beds for the soldiers, the lateness of the year, and whether it may not be for the service to proceed directly to Cadiz, the danger of bringing home the great ships in the winter, that the Dutch have provisions only to the last of November NS, and have orders to harbour their fleet by that time.

Ordered the Adventure to receive the Prince of Hesse¹ and his equipage, &c.

Monday, June 22.—The Lowestoft arrived this morning from the eastward, ordered her to Cowes to bring from thence the transports, and to clean at Portsmouth with all expedition. Ordered the Suffolk to clean and refit. S^r Staff^d Fairborne unmoored in the night and sailed at four this morning.

The Commissioner of Transports to buy up all the slop beds he can get in the fleet or at Portsmouth for the soldiers.

Tuesday, June 23.—Ordered Captain Trevor of the Adventure to make the best of his way to Lisbon with the Prince of Hesse, and to remain there till further order, and he accordingly sailed in the evening. Ordered the Sorlings to remain at

¹ *Prince of Hesse.* Landgraf George of Hesse-Darmstadt, son of Landgraf Ludwig VI. He was born in 1669, and died in 1705. He was in the Imperial service, and was warmly attached to the Queen of Spain, widow of Charles II. and sister of the Empress.

Lisbon. The great complaint of want of room for the soldiers from the mistake in the Commissioner of Transports' calculation, the men-of-war having above 1,500 more than was intended ; no other remedy than taking up more ships.

The wind, still westerly, prevents our sailing. Ordered the commanders to receive three women to each company of soldiers and to victual them.

Wednesday, June 24.—Sir John Munden¹ arrived to-day at two afternoon with his squadron, having met Sir Stafford Fairborne off Portland, Russell, Humber, Lancaster, Ipswich, Nassau, Dolphin, Vulcan and Vesuvius fireships. Pursuant to his Royal Highness' orders upon a representation of Vice-Admiral Hopsonn's that the Royal William was not a fit ship to keep the sea in a foreign voyage, ordered him to remove with his officers into the Prince George, and gave them commissions accordingly ; appointed Captain Elwes his second captain, and gave Captain Cole a commission for the Namur.

Ordered Captain Douglas with the West India ships to sail in company with the fleet so far as their way shall lay together. Ordered all the ships to reduce to their middle complements of seamen.

Thursday, June 25.—Ordered Captain Bokenham to suspend Lieutenant Tyrwhit for receiving six guineas from the master of a collier for men he lent him from the service.

Ordered all the commanders to enter as part of their ships' companies their lent men, and discharge those they have lent accordingly the time they were first lent.

¹ *Sir Jno. Munden.* He had been sent to Corunna to intercept a Spanish West Indian fleet which was under the convoy of Admiral de Casse. This Munden failed to do. He was tried by court-martial and acquitted ; but Queen Anne insisted on a revision of the sentence, so that he was declared guilty and dismissed the service.

Friday, June 26.—The Medway, with the Blackwall, arrived here yesterday, having accompanied the victuallers, &c., from the Downs as far as Beachy, but it blowing very hard they were forced to bear away back to the Downs. Ordered the Medway to be completed to six months' provisions at whole allowance.

Saturday, June 27.—Ordered the Blackwall to the Downs to join the Dunkirk squadron; Captain Baker in the Monmouth to go to Plymouth with the Pembroke; and the two transport ships to bring off from thence the soldiers intended for the expedition. The Fowey arrived from the West Indies.

Sunday, June 28.—Received his Royal Highness' orders to suspend Sir John Munden upon the information of the master of a ketch, which tended on the Lancaster, that he had not done his duty in preventing the French squadron from getting into the Groin; and he was this day suspended accordingly.

Ordered the Isabella yacht to attend his Grace the Duke of Ormonde for the present expedition.

Monday, June 29.—Ordered men and provisions for the two transport ships hired at Portsmouth.

Ordered the Judge Advocate to take the examination of all the officers of Sir John Munden's squadron relating to his conduct off the Corunna.

The Rochester brought in the Gracious, a French frigate of 16 guns.

Tuesday, June 30.—Sent the officers and prisoners ashore to Portsmouth. Left his Royal Highnesses orders for trying Sir John Munden with Sir Cloud^y Shovell.

Wednesday, July 1.—Unmoored at eleven o'clock; and in the evening, the wind coming up northerly, we weighed and got out in the night.

Ordered the Somerset to remain at St. Helens, and upon sight of the victuallers from the Downs to stand out and bring them with the utmost expedition after the fleet.

Thursday, July 2.—Last night the Lyme joined us off Dunnose.

Friday, July 3.—Got as far as Berry Head, with little wind.

Saturday, July 4.—Stood to the westward, with little wind westerly. Got as far as the Start, and sent orders to Plymouth to Captain Baker to bring from thence to the fleet as they passed by there all the soldiers that were ready to embark.

Sunday, July 5.—Got the length of Plymouth, with small gales northerly. The soldiers were brought off from Plymouth and disposed of into the ships and tenders of the fleet. We stood away to the westward. A Spanish gabarr¹ with her Majesty's pass joined the fleet, but lest he should give intelligence to the enemy the Admiral took one of his men and kept him to proceed with the fleet.

Monday, July 6.—Got as far as Fowey, but the wind coming fresh westerly tacked and stood in to the shore ; and it blowing very hard all the afternoon lay a try all night under a mainsail. Ordered the Kent, Poole, and Flamborough to cruise between the Lizard and Ushant.

Tuesday, July 7.—Several of the ships having lost their topmasts, and two ships who fell aboard one another being, it's feared, disabled, the signal of distress being made in the night, and it continuing to blow hard so that the transports and other small vessels could not keep the sea, the Admiral bore away for Torbay, fearing the fleet might be forced to leeward of that place, and anchored at half-past four there.

¹ *Gabarr.* Gabarra, a lighter, a large boat.

Wednesday, July 8.—Ordered all the small ships to cruise in the offing, to keep off the enemy's scouts from viewing the fleet.

Received advice from Plymouth that the Antelope hospital-ship was put in there, having lost part of her head, which is now a-repairing and may be fit for sea in a few days again.

Thursday, July 9.—The wind still fresh westerly ; dirty weather. Ordered fresh provisions to be brought for sick seamen—as fowls, mutton, veal, &c.

Friday, July 10.—Ordered the York to Plymouth to complete her provisions.

Saturday, July 11.—Received an account this evening from Mr. St. Lo of a French privateer that infests the Bristol Channel near the Isle of Lundy ; but the Admiral, having no ships for that service, sent the same by express to his Royal Highness. Colonel Brown, Master-gunner of England, died this afternoon.

Last night Captain Lechmere, of the Lyme, came in from cruising, having chased and taken a small French snow of four guns and thirty men, which he carried into Weymouth, where he left Captain Dilkes with the victuallers, &c.

Sunday, July 12.—The Kent arrived from cruising, having sent the Poole and Flamborough into Plymouth to repair the damages they received in the late blowing weather to complete their provisions.

Monday, July 13.—Ordered the Grafton to go to Portland Road to hasten Captain Dilkes with the victuallers.

Tuesday, July 14.—At four this morning the wind coming up northerly weighed, and about ten, when we were got off Dartmouth, it proved calm with a thick fog which obliged the Admiral to anchor.

Wednesday, July 15.—Blowed fresh westerly. The victuallers, &c., from Portland appearing in

sight the Admiral lay still to give them an opportunity of joining the fleet. Ordered the Kent and Lyme to their former station off Ushant and to stretch round the Lands End and join the fleet as they pass out of the Channel.

Thursday, July 16.—This morning the Lowestoft brought in a small French sloop that was ordered from Brest to dog the fleet with thirty odd men, which he sent into Dartmouth. Received her Majesty's instructions to leave so many ships and such forces at Cadiz, or any other place that may be taken for their defence as shall be judged reasonable at a council of general officers. It blowing still fresh westerly and looking like dirty weather, and the transports being all close in with the shore, called a council of flag officers to advise whether it were more reasonable to bear away to Torbay to secure the fleet than run the hazard of turning to windward and stopping of tides, where it was resolved as follows :—

At a Council of flag-officers held on board her Majesty's ship the Royal Sovereign off Dartmouth, July 16, 1702.

Present :

Sir George Rooke, Admiral.	Admiral Calemburg.
Vice-Admiral Hopsonn.	Vice-Admiral Vander-
Captain Thos. Ley.	goes.
Lieutenant-Admiral Alle-	Vice-Admiral Pietersen.
monde.	

Her Majesty's several orders and instructions to Sir George Rooke of June 8, 16 and 17, and of the 12th instant, being read and maturely considered, it is our unanimous opinion that the present season of the year renders it absolutely necessary that not a moment's time be lost in the prosecuting the

intended expedition, but that we think it morally impossible to gain our passage out of the Channel by stopping tides against contrary winds, by reason most of the transport ships are still moored with cables and anchors, and should they happen to lose them by a gale of wind, they will be incapable of proceeding at all, and our fleet may be dispersed to the final disappointment of the service, and there being no secure road for so great a fleet to ride in to the westward of St. Helens but Torbay, it is resolved that we bear away for that place and take the first favourable opportunity of a northerly or easterly wind for the prosecution of our voyage.

The Somerset, Swiftsure, victuallers, &c., joined the fleet, as did the Monck in her way to Plymouth, to which place ordered the Swiftsure to complete her provisions

Friday, July 17.—Bore away this morning to Torbay according to yesterday's resolution, the wind still continuing fresh westerly.

Saturday, July 18.—Great complaints coming from all the commanders of the fleet of the badness of the butter and cheese, ordered a survey thereof, and the agent victualler to make an equal distribution of what is fit to be eaten. Ordered Captain Underdown of the Lowestoft to receive on board and carry Mr. Methuen with all expedition to Lisbon, and then fall down to Cascais Road so soon as he has landed him, and to take the Adventure under his command, and be ready to join the fleet upon a frigate's appearing in sight and making a signal for that purpose.

Ordered the Sorlings to follow Mr. Methuen's orders. The Lowestoft sailed at two afternoon.

Sunday, July 19.—Ordered Captain Hardy to Guernsey to gain the best intelligence he could of the enemy's preparations, &c., and to join the fleet as soon as possible.

Monday, July 20.—Little wind westerly all day. Captain Leake with the Newfoundland squadron joined us about noon, and at ten at night the wind coming up northerly the Admiral immediately weighed and got out all the fleet in the night.

Tuesday, July 21.—Northerly. Little wind as far as the Start. The Admiral received the news of my lady's death. Stood on to the westward.

Wednesday, July 22. Northerly. Got as high up as the Deadman, and sent the Poole this morning with an express to the Admiralty to acquaint his Royal Highness of the fleets being thus far.

Thursday, July 23.—Northerly. Stood to the westward.

Friday, July 24.—Northerly. This morning the Poole brought from Plymouth her Majesty's orders for the Admiral's exchanging the four great ships with as many or more of the third rates Sir Clowd^y Shovell should join him with, in case he got to Torrbay before the fleet should sail from thence, as also that Sir Clowd^y should command and the Admiral return home with such ships as he judges necessary after the expedition is over, and send such sea and land force as shall be concluded on at a Council of general officers to the West Indies.

Saturday, July 25.—Northerly; stood to the westward.

Sunday, July 26.—Northerly. At eight this morning stood SSW and made the signal to the Norwich, and West India ships to go their course thither. The Kent, Lyme, and Pembroke joined the fleet.

Monday, July 27.—Northerly. Stood away SSW with a fine gale. At six Captain Lechmere brought in a Spanish fly-boat¹ loaden with oil.

¹ *Fly-boat* may mean either a light, swift sail-boat or a large flat-bottomed boat employed in the coasting trade; here probably the latter.

Tuesday, July 28.—Northerly. D° with a fresh gale. Latitude per observation 45°47'.

Wednesday, July 29.—Northerly. This morning the Flamborough brought in a French vessel laden with sugar and cocoa from Martinico. Stood SSW. Latitude per observation 44°15'.

Thursday, July 30.—NNE. This morning made Cape Finisterre, which at nine bore SE distant nine leagues.

Friday, July 31.—NNE. Stood off all day yesterday with hard gales of wind at NNE, and not finding Sir Stafford Fairborne's squadron in the Rendezvous, ordered the Lyme to the Groin to see for him, and the Kent and Flamborough to ply to windward, and several ships in different courses to leeward. Stood off all day and night.

Saturday, August 1.—Northerly. Stood away from four this morning E by N.

Sunday, August 2.—Northerly. Made the land with little wind, at eight lay by and called a Council of flag-officers; but the Dutch insisting that Sir Stafford's squadron must be to windward, they broke up without coming to any resolution till the return of the ships the Admiral had sent to the Groin and to windward.

Monday, August 3.—Little wind. This morning at eight the Lyme from the Groin joined the fleet, as all the cruisers did from the quarters of the fleet, and no news from the squadron, the Admiral called a Council of general officers, where it was resolved as follows:—

At a Council of sea and land general officers held on board Her Majesty's ship the Royal Sovereign, August 3, 1702.

Present :

Sir George Rooke, Admiral, Lieutenant-Admiral Allemonde, Vice-Admiral Vandergoes, Vice-Admiral

Pietersen, Captain Ley, his Grace the Duke of Ormonde, Sir Hen. Bellasis, Lord Portmore, Baron Sparr, Sir Charles Hara, Colonel Mathews and Colonel Seymour, brigadiers-general.

Upon consideration of our not finding Rear-Admiral Fairborne in his appointed station NW ten or twelve leagues from Cape Finisterre nor off the Groin, and her Majesty's orders of the 20th ultimo being read and considered, it is agreed that nothing can be more pernicious to the intended service than the loss of time, and therefore it is resolved that we prosecute our course southerly as far as the Rock of Lisbon, and endeavour to gain intelligence of the said squadron there ; and if we happen to join them in our passage thither or there, we shall then proceed according to her Majesty's instructions to Cadiz, but if we miss them in this course we are then further to consider what is to be done under so great a disappointment. It is also resolved to leave two frigates to cruise eight days in the station off Cape Finisterre to give Rear-Admiral Fairborne notice of our arrival.

At four this afternoon Captain Kirktoune of the Plymouth joined the fleet, having parted with Sir Stafford Fairborne on Saturday last, and says he is now to leeward as he supposes, not above ten leagues, upon which the Admiral ordered several ships to spread and to make sail to the westward and eastward, as well as ahead of the fleet, to give him notice of our steering to windward, and left the Poole and Newport to cruise in the station with orders for his following the fleet to the Rock of Lisbon, and they to continue eight days on this service, and that he might not pass by in the night the Admiral lay by with the fleet.

Tuesday, August 4.—Northerly. Ordered the Plymouth to run as far off to sea into such a station

as he may reasonably suppose to meet with Sir Stafford Fairborne, and to give him his orders to follow the fleet off the Rock of Lisbon. Sent also the Kent and Pembroke with the like orders to the westward of the fleet, and the Lyme and Flamborough between the fleet and the shore with the like orders, and sent to Admiral Allemonde to spread the Dutch on a separate quarter of the fleet to look out for them.

Wednesday, August 5.—Stood southerly with a gentle breeze at NW, under two topsails.

Thursday, August 6.—D°.

Friday, August 7.—Fresh northerly. This morning got up with the Burlings and lay by all day. Ordered the Lyme to Lisbon with a packet to Mr. Methuen for intelligence, and to return as soon as she received an answer. Stood off with an easy sail all night.

Saturday, August 8.—Fresh at N. At four this morning tacked and stood in to the shore again. At five the Orford joined the fleet and gave us notice of Sir Stafford Fairborne's being astern, who at eleven joined us. Ordered the Flamborough into Lisbon with the two prizes she and the Lyme took. Stood along shore all night.

Sunday, August 9.—Fair wind, northerly. Made Cape St. Vincent this evening.

Monday, August 10.—The Plymouth, Lyme, Adventure, and Lowestoft joined us this morning off Lagos Bay,¹ with the Prince of Hesse and Mr. Methuen, junior,² who gives great hopes of the King of Portugal's friendship.³

¹ *Lagos Bay.* On the south coast of Portugal, just beyond Cape Saint Vincent.

² *Mr. Methuen, junr.* Paul Methuen.

³ *King of Portugal's friendship.* King Pedro II. had been on the side of France, but, in dread of our sea power, began to turn towards England.

Tuesday, August 11.—Called a Council of general officers, where was read the Admiral's instructions, the intelligence sent by Mr. Methuen of the posture of affairs at Cadiz ; but they were judged so uncertain and incoherent that they could come to no resolution whether to land in the Island of Cadiz, or first near Rota,¹ to take St. Katherina Fort and Port St. Mary's.

Ordered the Kent, Dunwich, and Fubbs yacht, with 120 grenadiers, to land and bring off some Spaniards from Rota, &c., for intelligence.

Wednesday, August 12.—Stood towards Cadiz ; took several Spanish boats, but they could give no certain account of the posture of affairs. Anchored in twenty-two fathom water about two leagues from Cadiz, which bore ENE.

Thursday, August 13.—Called a Council of general officers, where was read the Admiral's instructions ; intelligence received from the Consul at Faro,² as also what was gained from several Spanish prisoners taken from the shore and in fishing-boats ; and upon several debates the following resolutions were agreed on, viz. :—

At a Council of War of general officers held on board Her Majesty's ship the Royal Sovereign, August 13, 1702.

Present :

Sir George Rooke (Admiral), Lieutenant-Admiral Allemonde, Admiral Calemburg, Vice-Admiral Hopsonn, Vice-Admiral Pietersen, Sir Stafford Fairborne, Baron Wassenaer, Rear-Admiral Graydon, Captain Ley, his Grace the Duke of Ormonde, Sir Henry Bellasis, Lord Portmore, Baron Sparr, Sir

¹ *Rota* is on the mainland North of the entrance to Cadiz Bay. *Port St. Mary* is at the head of the bay.

² *Faro*. On the south coast of Portugal, beyond Lagos Bay.

Charles Hara, Brigadier Paland, Brigadier Mathews, Brigadier Hamilton, Brigadier Lloyd.

Upon a reconsideration of Sir George Rooke's instructions, the several advices and intelligences we have had from Mr. Methuen and his agents, the Prince of Hesse Darmstadt, and the concurrent information we have received from several fishermen, &c., taken on the coast, from which it may be reasonable to conclude the enemy has about 4,000 disciplined troops in the town of Cadiz, besides burghers, &c. ; and a thousand horse of old troops, besides the militia for the guard of the coast, and in regard the fleet can give no other assistance to the disembarkment than the covering the forces in their landing, and bombarding the town, and the impossibility of supplying the forces from the fleet with provisions in blowing weather, it is judged impracticable to attempt the Island of Cadiz immediately in these circumstances, but in consideration the taking the fort of S^{ta} Catarina and Port St. Mary's may facilitate the access of the fleet to the harbour, and annoying the town with our bombs, getting of better intelligence of their condition, and for supplying the fleet with water, which we begin to be in want of, and trying the affections and inclinations of the people of the country to the house of Austria : It is resolved to land our forces in the Bay of Bulls in order to reduce the aforesaid fort and town, and upon the success of this attempt it may be considered what is further to be done in prosecution of her Majesty's instructions. And that his grace the Duke of Ormonde do send a summons to the town to submit to their lawful King of the house of Austria.

According to the aforesaid resolutions the Duke wrote and sent immediately a trumpet to the Governor of Cadiz,¹ who returned for answer in

¹ *Governor of Cadiz.* Scipio Brancaccio.

the evening that he was overjoyed to hear the Duke of Ormonde was here, and hoped to evidence that he was a man of honour in demonstrating the zeal he had for the King his master's service.¹

Ordered all the boats to attend by break of day the ships where the soldiers were to be taken from, according to the Duke of Ormonde's disposition of them, and ordered all the small frigates to go in close with the shore to secure the descent.

Ordered Sir Stafford Fairborne, with Captain Wishart, Lord Hamilton, Captain Pedder, Captain Knapp, and Captain Walker, to have the care of managing the boats and frigates inside to secure the landing the soldiers in the best manner. And weighed with the fleet and anchored in seven fathom, St. Sebastian's point bearing SE, and Rota N of us.

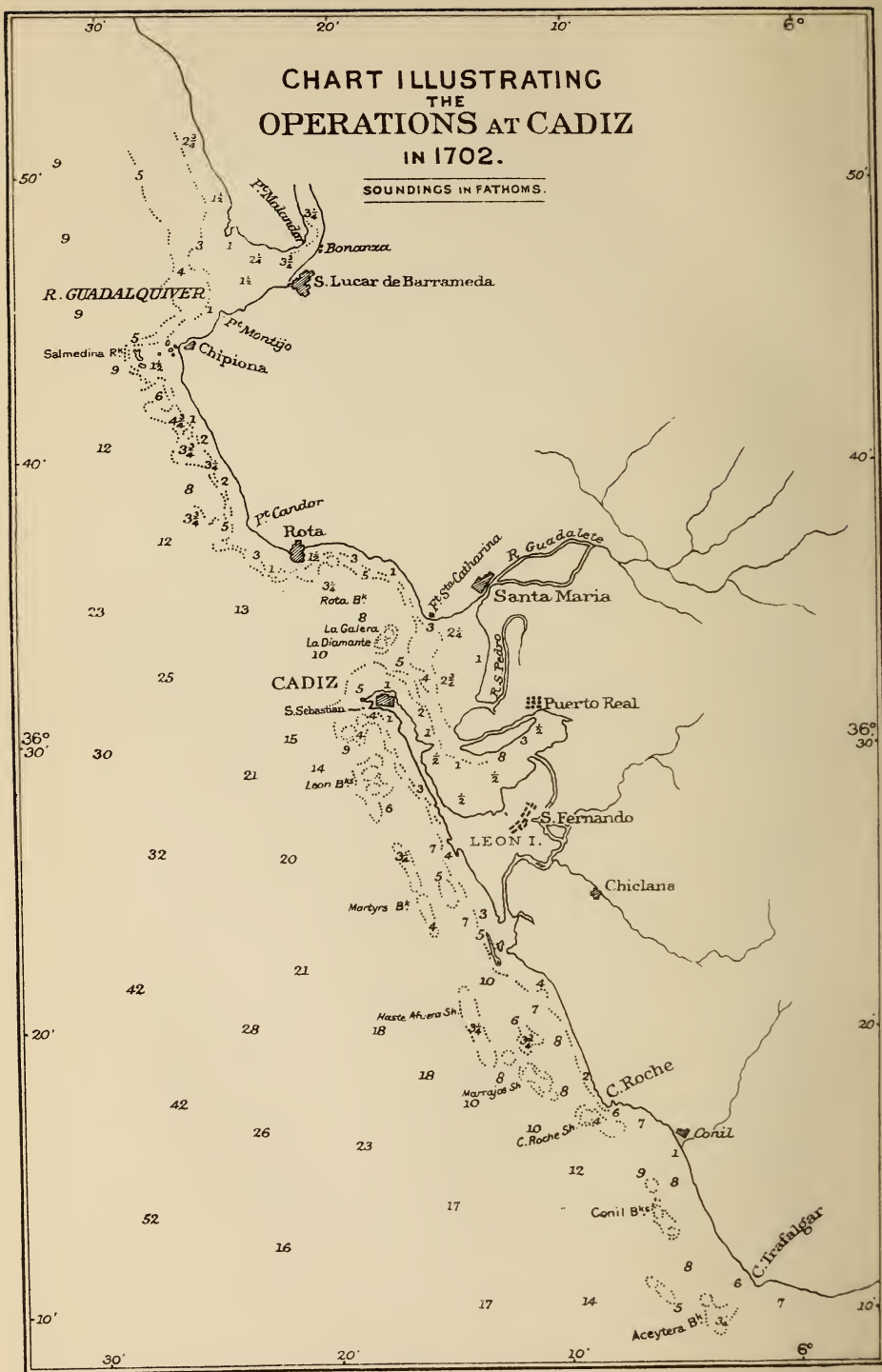
Friday, August 14.—The Duke of Ormonde, finding the transport ships were not got close in with the shore, and that matters were not got in a good readiness for landing the soldiers, he put off the same to this evening or to-morrow morning. Ordered the Kent and Orford to cruise in the off-gage of the fleet.

Sir Stafford Fairborne having as he had done yesterday morning at the Council of general officers, proposed to the Admiral his forcing the harbour and destroying the eight French galleys which lay under the walls of Cadiz, he called a Council of flag-officers to consider the same, but upon mature debate it was unanimously judged unreasonable and impracticable to hazard any the least frigate on such an attempt. Ordered the Swiftsure, Lennox, Plymouth, Monmouth, Pembroke to lay in to secure the descent from the galleys coming out.

Prepared all things for landing to-morrow morning, it blowing fresh this evening.

¹ *The King his master's service.* Philip V.

SOUNDINGS IN FATHOMS.



Saturday, August 15.—The wind being off shore, and pretty smooth water, the Duke of Ormonde at five this morning made the signal for landing, and accordingly all the soldiers that were directed for the first descent went in the boats and repaired to the Duke of Ormonde's yacht which lay in close with the shore, between the watering place at the Bay of Bulls, and Fort Sta. Catarina. About noon, having got the boats in order for landing they pushed ashore, but the spray of the sea was so great on the beach, that the boats could not get in close, so that most of the men were up to their shoulders in water, their ammunition and provisions dampnified. When about 300 of the grenadiers were landed, a party of the enemy's horse, about 150, appeared, and the commanding officer, with about 40, rode sword in hand close up to them the rest retreating on the top of the hill, but he and the next officer to him being immediately killed, with several of the private men and horse, the rest fled, who had also had the same fate but that few or none of the grenadiers' arms would go off, they were so wet. About 6,000 were immediately landed, with loss of only one grenadier and about twenty drowned, and about twenty boats which were lost with the violence of the waves, which increased, the wind coming out fresh from sea.

The Spanish had fixed a little fort with two or three guns over the watering place, which they quickly abandoned, so soon as our men were got ashore.

This evening the Duke sent a summons to Rota and Fort Sta. Catarina, the latter of which refused to surrender.

Sunday, August 16.—The Duke marched to Rota from which place the magistrate met his Grace with the keys of the town and expressed

their joy and zeal for the House of Austria, and upon the Duke's declaration and the Emperor's manifesto that were sent into the country many of the country people came in. The Admiral was taken ill with a fever, and gout in his right hand that he could not write his name, and desired Mr. Hopsonn to sign orders for him.

Monday, August 17.—Got ashore more of the horse and some of the cannon, and six days' provision for the soldiers.

Tuesday, August 18.—Ordered six days' more provisions for the army. Ordered the Poole to Faro with letters to Mr. Methuen.

Wednesday, August 19.—Upon a letter from Sir Stafford Fairborne, called a Council of flag-officers, where it was resolved as follows :—

At a Council of flag-officers held on board her Majesty's ship the Royal Sovereign, August 19, 1702.

Present :

Sir George Rooke, Ad- miral.	Lieutenant-Admiral Alle- monde.
Vice-Admiral Hopsonn.	Admiral Calemburg.
Sir Stafford Fairborne.	Vice-Admiral Pietersen.
Rear-Admiral Graydon.	

Upon reading Sir Stafford Fairborne's letter of yesterday's date, intimating the Duke of Ormonde's desire that reliefs be prevented from getting into Sta. Catarina Fort from Cadiz or their retreat from the said fort to Cadiz: It has been proposed and considered whether a squadron of light frigates and bomb vessels may not be sent within the Diamont¹ for that purpose, and bombard

¹ *Diamont.* La Diamante, an island off Cadiz, to the north-west.

the town of Cadiz; but there being no other prospect than the loss and destruction of the said squadron and bomb vessels by such an attempt till the resolution of the last Council of War in reducing Sta. Catarina Fort, &c., be executed, to which all the assistance reasonable or practicable shall be contributed by the fleet, by sending in small frigates between the Diamont and the said fort to prevent and intercept any communication between them and the town of Cadiz, and so soon as the said fort is reduced, it is resolved to send a squadron of ships with the bomb vessels to bombard the town of Cadiz.

According to the aforesaid resolution, ordered Rear-Admiral Fairborne with the Swiftsure, Pembroke, Plymouth, and small ships, with some Dutch frigates, to lay in a readiness to cut off the communication between the boats.

Thursday, August 20.—Ordered the Grafton, Northumberland, Stirling Castle and Monmouth to join Captain Jennings to cruise and cover this bay and the Strait's mouth, in order to intercept the Bonazarys¹ ships expected from the West Indies. Ordered the Bedford and Expedition to Tangier Road to water, with a letter to the Alcaide of Alcazor² to obtain that liberty. At Sir Stafford Fairborne's desire ordered three English and two Dutch bomb vessels to throw some shells into Fort Sta. Catarina before the army's arrival, who marched this evening from Rota.

Friday, August 21.—Upon a letter received from my lord Duke of Ormonde, the Admiral ordered six days' provisions more from the victualing ships to Rota.

¹ *Bonazarys.* Buenos Ayres.

² *Alcazor.* Al Kazor, opposite Tarifa, in the Straits of Gibraltar.

Vice-Admiral Hopsonn, Rear-Admiral Graydon, Captain Ley, by the Admiral's directions, attended Admiral Allemonde to consider further on the bombarding of Cadiz, so soon as Fort Sta. Catarina should be taken, where it was resolved as follows—viz. :—

At a Council of War of flag-officers held on board the Liberty, August 21, 1702.

Present :

Vice-Admiral Hopsonn.	Lieutenant-Admiral Alle-
Rear Admiral Graydon.	monde.
Captain Ley.	Admiral Calemburg.
	Vice-Admiral Vandergoes.
	Vice-Admiral Pietersen.

Upon a further consideration how the bombardment of Cadiz, pursuant to the last resolution of the Council of flag-officers of the fifteenth instant, may be most effectually put in execution : It is agreed and resolved that a squadron of ten English and six Dutch ships of war, with the small frigates, fireships, and bomb vessels in the fleet, be appointed to perform this service so soon as Fort Sta. Catarina is taken ; but if the wind should then prove easterly to prevent the said squadron getting into the bay : It is resolved to bombard the town on the side between the Porques ¹ and St. Sebastian.

It is also agreed that if the Duke of Ormonde shall think it better for the service to forbear bombarding of Cadiz till the army is marched on Port Royal ² side, that the same shall be observed accordingly.

¹ *Porques.* The rocks called Puercas.

² *Port Royal.* South of Port St. Mary, on the east side of the inner harbour.

The five bomb vessels threw 121 shells, but few of them were perceived to go into the fort.

Rear-Admiral Fairborne, about two o'clock, sent off a Spanish captain with four or five sailors that were taken in a barca longa coming from Cadiz. They say the generality of the Spaniards in the city and country are ready to declare for the House of Austria so soon as they have opportunity. That the French have sunk several ships before the Puntalls.¹ The Admiral sent them back in their boats with the Duke of Ormonde's declaration, and assurances of the English friendship, if they would surrender to the Austrian family, &c.

Saturday, August 22.—About one o'clock this day Colonel Pieries having advanced near Fort Sta. Catarina with a party of grenadiers, the fort surrendered at discretion, there being only thirty men in it, the governor and the soldiers having fled in the night. Ordered boats to attend the bringing off from Rota the cannon, provisions, &c., to Port St. Mary's.

The Orford and Grafton came in to the fleet. At six this evening, Captain Norris coming aboard this ship, my Lord Hamilton, Captain Ley, Captain Wishart and Captain Trevor were standing on the quarterdeck, and as Captain Norris came up, Lord Hamilton asked him if he had taken any more wine or brandy, the other answered, No ; upon which Captain Trevor asked the price of his claret, whether he might have any at 4^{li} a hogshead. Norris said he would have 6^{li} or salt-water, and then Captain Ley said he would rather the prizes were ashore than he would give 6^{li} a hogshead ; upon which Captain Norris said he was a rascal that wished his prizes

¹ *Puntalls.* The narrow passage leading from the outer to the inner harbour is called the Cañon de Puntales, and the inner harbour itself the Bay of Puntales, while the passage is guarded by Fort Puntales and Fort Matagorda.

ashore ; the other replied he was a rascal if he called him so, and then Captain Norris struck Captain Ley, and threw him over the gun, which Mr. Hopsonn hearing, as he and I were in my cabin, ran out, and upon enquiry found he had beat Captain Ley, and by the Admiral's directions ordered him to be confined, upon which Captain Norris drew his sword, and offered to stab Captain Ley, but Admiral Hopsonn holding his hand, ordered him to be disarmed and confined in Mr. Rayney's cabin. This account as my Lord Hamilton and the other gentlemen give it that were by.

Sunday, August 23.—The Admiral suspended Captain Norris for the affront, insolence, and indignity offered to her Majesty's service and flag, and ordered Captain Underdown to take the command of the Orford till further order, and Mr. Rayney first lieutenant of the Somerset to command the Lowestoffe till further order.

Received this morning a message by Sir Stafford Fairborne from the Duke of Ormonde that he desires a Council of War of sea and land officers, and is of opinion the town of Cadiz should not be bombarded before the army is near it.

Ordered Sir Stafford Fairborne with the following line of battle to go into Cadiz bay, and then to place them in the best manner to annoy and bombard the town, and accordingly at eleven o'clock, made the signal for their going in.

Line of battle of the ships ordered to go into Cadiz bay to bombard Cadiz :—

				Guns		Bomb-vessels
Lyme . . .	32	Pembroke . .	60	} Rear-Admiral Graydon	} Firedrake Granado	
Newport . .	24	Orford . . .	70			
Phoenix fire-ship		Yarmouth . .	70			
		Lennox . . .	70			
		Essex . . .	70		Mortar	

			Guns		Bomb-vessels
Lowestoft .	32	Grafton .	70		Terror
Flamborough.	24	Burford .	70	Rear- Admiral Fairborne	Basilisk
Vulture fire- ship		Swiftsure .	70		
		Berwick .	70		
		Plymouth .	70		
Gorcum .	44	Dordrecht .	70	Schout bij Nacht Wassenaer	D'Skryk Salamander Gowyen
D'Woolfe .	36	Hardenbrook	50		
D'Beschuyter	36	Velue .	64		
Salamander brander		Catwick .	72		
		Wulverhorst .	50		
		Utrecht .	64		

At three o'clock received a letter from the Duke of Ormonde wherein he desires the flags may meet him to-morrow morning at ten o'clock at Fort Sta. Catarina to concert measures, which the flags resolve to do accordingly. Ordered the Dunwich to Tangier Road to call from thence Captain Haughton and the ships, &c., with him.

Ordered the Eagle to cruise with the Northumberland and Stirling Castle (and Captain Jennings and the Monmouth to join the fleet) between Cape St. Mary's¹ and the latitude of Cape Spartell, and to look out for the Bonozarys ships, and to stand fair in with the fleet once in every three or four days for orders.

Removed Captain Norris to a close confinement aboard the Prince George.

Monday, August 24.—Went to Catarina Fort, where the following resolution was taken, viz. :—

¹ *Cape St. Mary's.* C. de S. Maria is on the southern extremity of Algarve.

*At a Council of land and sea general officers held
at Fort Sta. Catarina, August 24, 1702.*

Present :

His Grace the Duke of Ormonde.	Lieutenant-Admiral Allemonde.
Sir Henry Bellasis.	Admiral Calemburg.
Baron Sparr.	Vice-Admiral Hopsonn.
Sir Charles Hara.	Vice-Admiral Vandergoes.
Brigadier Paland.	Vice-Admiral Pietersen.
Brigadier Mathews.	Sir Stafford Fairborne.
Brigadier Seymour.	Baron Wassanaer.
	Rear-Admiral Graydon.
	Captain Ley.

This evening the Poole arrived from Faro, with letters from Mr. Methuen, but no news. Upon consideration that, pursuant to the last Council of War of general officers of the 13th instant Fort Sta. Catarina and Port St. Mary are reduced, which gives a passage to the fleets going into the Bay of Cadiz, and an opportunity of watering in the Bay of Bulls with more ease and security, as also of what is further to be done towards reducing the town of Cadiz : It is resolved that if the army can take the Matagorda that then a frigate or two be sent to pass the Puntalls, and if they find that channel clear, that more ships be ordered in to destroy the French ships and galleys, upon which resolution the Rear-Admirals Fairborne, Wassenaer, and Graydon are to see whether it be practicable to transport our men from the river of Port St. Mary to the neck of land that goes to the Matagordas.

Tuesday, August 25.—Early this morning sent the Newport with an engineer from the Duke of Ormonde to reconnoitre the landing on the back

side of the Island of Cadiz or between that and the Island Sta. Pedro.¹

Ordered by a signal, that no plunder to be received aboard any of the ships of the fleet.

Wednesday, August 26.—The Kent and Monmouth joined the fleet, and the Bedford and Expedition with the yacht and tenders from St. Jeremy Bay, the Levants having prevented their getting to Tangier, but Mr. Jones went ashore there, and the Moors assured him that the Alcalde of Alcassor had given directions to assist and supply the fleet with all manner of necessaries, and to that purpose great quantities of provisions were sent to Tangier. Received a letter from my lord Duke of Ormonde desiring the Dunwich may be stopped for some time.

Thursday, August 27.—At one o'clock this morning received a letter from Sir Stafford Fairborne wherein the Duke of Ormonde desires a General Council of War at Fort Sta. Caterina, and accordingly we went there at ten o'clock.

Present :

Duke of Ormonde.	Vice-Admiral Hopsonn.
Sir Henry Bellasis.	Vice-Admiral Vander-
Baron Sparr.	goes.
Sir Charles Hara.	Vice-Admiral Pietersen.
Brigadier Mathews.	Rear-Admiral Fairborne.
Brigadier Seymour.	Rear-Admiral Baron
Brigadier Lloyd.	Wassenaer.
Lieutenant-Admiral Alle-	Rear-Admiral Graydon.
monde.	Captain Ley.
Admiral Calemburg.	

¹ *Island San Pedro.* Probably part of the Island of Leon was so called, as the river dividing it from the mainland is called the Cañon San Pedro.

When the report of the Rear-Admirals Fairborne, Wassenaer, and Graydon was read, with their observations on the conveniency of landing on the neck of land leading to the Matagorda, and it being found but ill landing because of the shoalness of the waters, and the army not being in a condition to march round in these excessive heats, it was proposed that the army should continue at Port St. Mary's till the fleet should water, and then embark, and if it were found practicable, to land on the back side of the island of Cadiz ; but Major-General Sparr, finding this resolution was likely to hold, proposed and offered to march over (with the Dutch troops) the two rivers of Port St. Mary's and Xeres, in order to gain the Matagorda, upon which it was agreed to send a detachment of 3,000 for that service, and boats were ordered from the fleet accordingly to transport them over the rivers.

Friday, August 28.—A detachment of 2,500, under the command of Baron Sparr, were this day transported over the two rivers of Port St. Mary's and Xeres, and were landed on the neck of land near the Matagorda.

Saturday, August 29.—Early this morning the Dunwich sailed with letters for England. His Grace the Duke of Ormonde sent off a proposition in a letter, by Sir Henry Bellasis, to march round to Ponto Sotto,¹ and in case that bridge were broken down, to be transported over a bridge to be made of boats near Sto. Pedro,² upon which the following resolution was taken viz. :

¹ *Ponto Sotto.* Puente de Suazo, leading from Suazo to Leon.

² *Near Sto. Pedro.* At the mouth of the river San Pedro.

At a Council of War of flag-officers held on board her Majesty's ship the Royal Sovereign, August 29, 1702.

Present :

Sir George Rooke, Ad-	Lieutenant-Admiral Alle-
miral.	monde.
Vice-Admiral Hopsonn.	Admiral Calemburg.
Captain Ley.	Vice-Admiral Vander-
	goes.

Upon consideration of a proposal made by his Grace the Duke of Ormonde, in his letter of that day's date, for transporting the army over the river near Sto. Pedro, in case the bridge at Soito¹ be either broken or defended, that they cannot pass that way into the island of Cadiz: it is resolved that we send to the river at Santo Pedro as many long-boats as will complete a bridge for that purpose, with such a quantity of provisions for the army as his Grace the Duke of Ormonde shall desire, so soon as the army shall be at that place to support and make use of the said boats, and that each boat do carry ten deal boards and a carpenter to make them useful for that purpose.

Mr. Methuen came this day in the Sorlings with several letters from my Lord Chancellor Methuen, who gives an account of the good disposition of the Court of Portugal to continue his friendship and commerce with the English and Dutch nations, that the King has declared himself off of the league with France, and will permit us to clean our ships in his harbours. Ordered Captain Norris' suspen-

¹ *Soito.* Suazo.

sion to be taken off, upon his own submission and being sorry for his fault, and the application of his Grace the Duke of Ormonde.

Sunday, August 30, 1702.—Ordered the Chichester, Expedition, Boyne, Burford, Yarmouth, and Cumberland to receive the provisions that are in the three prizes that were taken by the Orford. This evening Baron Sparr advanced near the Matagorda Fort, and entrenched himself without the loss a man, notwithstanding the enemy's continued fire from their forts, ships and galleys.

Monday, August 31.—Ordered the Sorlings to join Captain Wishart and follow his orders. Several of the galleys coming out this morning and firing at our men in the trenches, the Poole Lowestoft, Flamborough, and Newport, and two Dutch ships, were ordered to sail up to them and endeavour to beat them in, which they did effectually.

Ordered Mr. Bowles with the long-boats up the fleet to Port St. Mary's, according to the Duke of Ormonde's desire, to bring off the provisions there and sick men.

Tuesday, September 1.—Mr. Bowles returned without being able to do anything in the matter of provisions, great part thereof being embarked and no order or care taken about it; nor would the soldiers suffer any of our people to meddle with it, notwithstanding the Duke of Ormonde's orders.

Ordered the Lyme to Faro with duplicates of letters to England and a letter to my Lord Chancellor Methuen, and to return with what letters he finds there for the Admiral or the Duke of Ormonde; but if there is none, that he goes to Lisbon to clean &c.

Ordered carpenters ashore to make a bridge of boats over the river of Port St. Mary's, at the Duke of Ormonde's request.

Wednesday, September 2.—Ordered 100 men ashore to assist the carpenters in making the bridge, and four lieutenants, six pursers, ten master's-mates, and forty men, to put up what provisions are found there fit for the service of the fleet.

Issued the orders for all captains, commanders, and masters to leave whatever plunder they have on board for the Queen's use, and to transmit to the Admirals a particular account thereof, and for whose use the same was put aboard, as also not to suffer, at their utmost peril, any baggage or equipage to be removed out of their ships or vessels till they are first visited by the custom house officers in England. Brigadier Seymour came off about four o'clock, and brought from the Duke of Ormonde the following resolution :

*At a Council of War of general officers held at
Sta. Victoria, September 1, 1702.*

Present :

His Grace the Duke of	Brigadier Paland.
Ormonde.	Brigadier Mathews.
Sir Henry Bellasis.	Brigadier Hamilton.
Lord Portmore.	Brigadier Seymour.
Sir Charles Hara.	

It is agreed that the following proposal be sent off to the Admiral :

That in case the army should come to Port Reale, and upon trying to pass into the island, between the bridge of Soito and Santo Pedro, should find it impracticable, and that the army should be obliged to come to the mouth of the river Xeres where Baron Sparr debarked his troops : whether the army with their horse and artillery &c. could

from thence be embarked on board the fleet, and whether any one of the Admirals will undertake this.

Upon which the Admiral immediately called a Council of flag-officers and came to the following resolution :

At a Council of War of flag-officers held on board her Majesty's ship the Royal Sovereign, September 2, 1702.

Present :

Sir George Rooke, Ad- miral.	Admiral Calemburg.
Vice-Admiral Hopsonn.	Vice-Admiral Vander- goes.
Captain Ley.	Vice-Admiral Pietersen.
Lieutenant-Admiral Alle- monde.	

Upon reading a Council of War of land general officers held yesterday at Sta. Victoria, wherein it is proposed, whether the army with their horse and artillery &c. can be embarked from the mouth of the river Xeres, in case they should find it impracticable to pass into the island of Cadiz, between the bridge of Soito and Santo Pedro, and whether any Admiral will undertake doing of it. And upon consideration thereof, we do think that if the winds come out as may be expected from the approaching season of the year, on the sun's passing the equator, that neither the horse or artillery can be embarked from the mouth of the aforesaid river or Port St. Mary's without the greatest hazards and difficulties, but that we judge, by the conveniency of the mould¹ at Rota, that that place may be the

¹ *Mould.* Mole. Mould is found as an alternative for the other meanings of mole, but not, apparently, for this.

safest and properest for embarking the said horse and artillery; and that we do also judge an undertaking of this kind to be foreign from the business of the Admirals, doubting that whenever bad weather happens, they will have more than sufficient employment to perform their duty in securing their respective squadrons and divisions, though if the weather be fair when the embarkment is made there shall be a flag-officer and captains ordered to advise and assist in that service.

Thursday, September 3.—Received intelligence from Colonel Newton, Governor of Rota, that two barcas longas lay at St. Lucar¹ loaden with ammunition, ready to sail to Cadiz, upon which the Admiral ordered the Newport to cruise between St. Sebastian and Port Santo Pedro to intercept them.

Friday, September 4.—Called a Council of War, where it was resolved as follows—viz. :

At a Council of War of flag-officers held on board her Majesty's ship the Royal Sovereign, September 2, 1702.

Present :

Sir George Rooke, Ad- miral.	Admiral Calemburg.
Vice-Admiral Hopsonn.	Vice-Admiral Vander- goes.
Sir Stafford Fairborne.	Vice-Admiral Pietersen.
Rear-Admiral Graydon.	Rear-Admiral Baron
Captain Ley.	Wassenaer.
Lieutenant-Admiral Alle- monde.	

Upon consideration that a considerable part of the army is employed in reducing the Matagorda, which

¹ *St. Lucar.* San Lucar de Barrameda, at the mouth of the Guadalquivir.

we conceive will not at all facilitate the passage of our ships into the Puntalls, and contribute as little to the main design of reducing Cadiz: it is resolved that the flag-officers in the bay, upon the observation they have or can make of the placing the sunken ships, the position of the boom, and other difficulties, by which the galleys when they pass and repass are forced to make several traverses, and that they do call to their assistance the several captains and such other officers as they shall think fit, and give their opinions whether it be feasible or practicable to force their passage into the Puntalls, after the Matagorda is reduced.

And upon consideration that if the outwinds should set in it would bring such a swell of a sea that the motion of the ships will render a bombardment of Cadiz ineffectual: it is resolved that we take the opportunity of the first fair night and smooth water to bombard the town, and so on successively till it be judged that the service is effectually done.

Upon the repeated complaints of several of the captains of the fleet that their subaltern officers and ships' companies begin to grow very sickly, by their constant employments and fatigues in digging and other slavish services very unusual for seamen, we do think it indispensably our duty, in the first place, to take care of the fleets, in keeping the ships in such a condition that they may be capable of service in case of meeting an enemy, and securing them in bad weather, and, therefore, it is resolved that all the seamen be called and required to their duty aboard, and that our boats be first employed in watering the fleet; after which, if the health of our men will dispense with any detachments from our ships, we shall very readily afford our boats to the assistance of the public service.

Upon a reconsideration of Sir George Rooke's several instructions, we cannot but observe they all tend to an attempt of reducing and taking the town of Cadiz, in which we are to be aiding and assisting with our ships and bomb-vessels, as far as we can with respect to the security of the fleet; but the season of the year approaching that will render that security very precarious in this place, and that our transport ships will be much more exposed by bad weather than the men-of-war, we could wish to know if there be any prospect of effecting that service of taking Cadiz, and in what time it may probably be performed.

Received a letter from my Lord Duke of Ormonde, wherein he desires a meeting of the flag-officers to-morrow morning.

Saturday, September 5.—About nine this morning the Duke of Ormonde came on board with some of the general officers, upon which a Council of War was called, and the following resolution was taken, viz. :

At a Council of War of sea and land general officers held on board her Majesty's ship the Royal Sovereign, September 5, 1702, O.S.

Present :

Sir George Rooke, Admiral.	Rear-Admiral Graydon.
Lieutenant-Admiral Allemonde.	Captain Ley.
Admiral Calemberg.	His Grace the Duke of Ormonde.
Vice-Admiral Hopsonn.	Sir Henry Bellasis.
Vice-Admiral Vandergoes.	Lord Portmore.
Sir Stafford Fairborne.	Baron Sparr.
Rear-Admiral Wassenaer.	Brigadier Paland,
	Brigadier Hamilton,
	Brigs.-Gen.

Upon consideration that the taking the Matagorda is found a work of so much difficulty, and that if the said fort were taken it will not at all facilitate the entrance of our fleet into the Puntalls, it is judged impracticable (by the land general officers) to make any attempt for the reducing of Cadiz with the land forces that are here, and that it would be a work of considerable time for a much greater number of troops. And it is therefore resolved that all the magazines of the naval and ordnance stores &c., that are at Port Reale, Port St. Mary's and Rota be burned and destroyed where they are, and that the army do reimbarc from Rota as soon as possible after the fleet and transport ships are supplied with a sufficient quantity of water to prosecute our voyage from hence, and that then we consider what is further to be done in the prosecution of her Majesty's instructions.

My lord Duke of Ormonde insisted on the fleets going to the Groin from hence, but the sea officers, being all convinced of the danger of running the ships in November on that coast, declared against the same, her Majesty's instructions having only said that the fleet is to proceed from Cadiz to the Groin directly in case it should be found advisable by a council of sea and land general officers; but the time of the year will not render it practicable or reasonable.¹

Upon which the Admiral, however, had the following queries answered by the Groin pilots, viz. :

Queries for the Groin Pilots.

This is supposed to be in the summer, in good weather.

1. What number of Within the fortifications can conveniently tion ten sail of second or

¹ This evening Baron Sparr burned and destroyed all the magazines, &c., at Port Reale.

harbour in the Groin, and of what magnitude and force ?

2. Whether it be feasible or practicable to reduce the fortifications of the Groin with such a number of ships as can lay in the harbour, without the assistance of the land forces in giving those forts that are pointed to the harbour a diversion ?

3. Whether the same winds that carry ships into the Groin will bring them out, or whether they can come out with all winds in case it should be too hot for them to stay there ?

All the foregoing supposed to be in the summer time.

Whether the fleet of men-of-war and transport-ships can be safely harboured in any port near the Groin in the latter end of October or

third rates and thirty or forty sail of fifth and sixth rates may ride safely, and without the fortification a hundred sail may ride safe from fifteen to twenty fathom.

We think not.

When we are in we can lay it out with any wind between the E. about SE. and W.

THOS. SLADE.
BARKER TILLOTT.
JOHN ROGERS.
JAMES TRESLANE.
FRANCIS CLYES.
PETER LEANE.

The harbour of Ferrol having a very long and narrow entrance environed with very high land, it is not practicable to turn in or out, and you

November, while the army makes an attempt on the town, and whether it be advisable or reasonable to venture such a fleet on that coast at that season time of the year ?

have seldom a porting gale for either, and the harbour of Satha¹ laying so far open to the NW., which is the worst wind in these parts, and frequently happens at that season of the year, we do not think it reasonable nor advisable to venture this fleet on that coast in the winter, or any part thereof.

THOS. SLADE.
JOHN ROGERS.
BARKER TILLOTT.
FRAN. CLIES.
PETER LEANE.

Sunday, September 6.—Received a letter from the Prince of Hesse, viz. :

Port St. Mary's, September 17, 1702, N.S.

Sir.—You will pardon the freedom, when it is doubtless known to your Excellency with what character from his Imperial Majesty I have the honour to accompany the expedition, so that where I find any appearance or intention of doing anything that may be against the Emperor my master's interest, I cannot but represent it to whom it may concern ; it being the principal point for to endeavour by all means possible to make the Spaniards espouse the Austrian cause, to which they would have been easily induced had proper methods been used to gain them, which is now too late to remedy ; and having understood yesterday, that, by a general determina-

¹ *Satha*. (?) Seijo.

tion of the admirals, it is resolved to bombard Cadiz, I doubt very much if this may not alter entirely the good opinion left in many of our friends here of our coming hither. If your Excellency is not entirely convinced that the allies will after this never try to recover what this campaign hath by ill dispositions missed of effecting. So I beseech your Excellency to do me the particular honour of acquainting me with the reasons which obliged your Excellency to resolve the destroying of Cadiz, that I may be answerable to the Emperor my master in doing my duty by putting this important matter to the consideration of your Excellency, being always,

Sir, your most obedient humble servant,

GEORGE LANDGRAVE OF HESSE.

To His Excellency the Vice-Admiral of England, &c.

Monday, September 7.—Wrote to the Duke of Ormonde that the Admiral would be glad to know the resolution of a Council of War of the land generals relating to the bombardment of Cadiz, and sent him a copy of the Prince of Hesse's letter, and that he does not know of any character his Highness has to empower him to intermeddle with the resolutions of Councils of War.

Ordered all the boats to repair by break of day tomorrow morning to the river Xeres to transport the soldiers from the neck of land near the Matagorda.

The Lyme arrived from Faro and the ships from Tangiers with three Turks from the Alcalde of Alcassor.

Tuesday, September 8.—All our soldiers got over from the Matagorda side without any difficulty, having only lost one of the Lennox sailors who was shot as the boats were coming out of the river of Xeres.

The Alcalde of Alcassor's envoy and secretary

came on board, with a compliment to the Admiral, and assurances of the Emperor of Morocco's friendship for the English nation, made some offers about the redemption of thirty slaves, requests the assistance of some powder and gun-locks; but the Admiral having no instructions from her Majesty to treat with the Moors, he could give him no positive answer thereto.

Wednesday, September 9.—Received a message from the Duke of Ormonde that there was twelve double pipes of wine and some brandy at Port St. Mary's, which he might please to send for. The Admiral returned for answer that he would order the agent victuallers of the fleet to receive and distribute the same for the public service of the seamen.

Received a message by my Lord Tunbridge, with a copy of a resolution of a Council of War of land general officers about the bombardment of Cadiz, copies of letters from the Prince of Hesse about the state of affairs in Spain, and wintering here with the army, to be communicated to a council of flag-officers.

Thursday, September 10.—Called a council of flag-officers to consider of the Duke of Ormonde's letter with the following Council of War of land general officers. The Duke of Ormonde writes he knows nothing of the Prince of Hesse's character.

*At a Council of War of general officers held at
Sta. Victoria, September 9, 1702.*

Present :

His Grace the Duke of	Brigadier Paland.
Ormonde.	Brigadier Mathews.
Lieutenant Henry Bellasis.	Brigadier Hamilton.
Lord Portmore.	Brigadier Seymour.
Baron Sparr.	Brigadier Lloyd.

Upon consideration of a letter from Sir George Rooke, wherein he desires his grace and the rest of the general officers' opinion as to the bombardment of Cadiz : It is resolved and agreed that we do all approve of the resolution of the flag-officers, as to the bombardment of Cadiz, but are of opinion that the Admiral should first summons the town to demand the sum of one hundred thousand pistoles or what other sum the flag-officers shall think fit to ask to redeem the place ; and whereas we intend, for several weighty reasons, to march the army with all convenient speed to Rota, resolved that the Admiral be acquainted therewith, and that we shall there be ready to embark whenever he pleases.

At a Council of War of flag-officers held on board her Majesty's ship the Royal Sovereign, September 10, 1702.

Present :

Sir George Rooke, Admiral.	Lieutenant - Admiral
Vice-Admiral Hopsonn.	Allemonde.
Sir Stafford Fairborne.	Admiral Calemburg.
Rear-Admiral Graydon.	Vice-Admiral Vander-
Captain Ley.	goes.
	Vice-Admiral Pieter-
	sen.

Upon reading several letters from the Prince of Hesse to the Duke of Ormonde and Sir George Rooke, and a council of land general officers of yesterday, and upon a mature consideration of them : It is agreed and resolved, that though we have a great esteem for the person of the Prince of Hesse, and all due respect and honour to his quality, yet we have no regard to his memorials, not finding his

name so much as mentioned in Sir George Rooke's instructions.

And we do entirely agree with the resolution of the general officers ashore of yesterday, that not a moment's time ought to be lost in embarking the forces, and that, in regard the swell of the sea continues so as to render the bombardment of Cadiz ineffectual, it is resolved to omit that service, and that all the transports, &c. be immediately ordered out to lay in the Bay of Bulls in a readiness to receive the army aboard accordingly.

Received the following memorial from the Prince of Hesse :—

I having been informed and heard myself from several general officers both by sea and land, in order, I suppose, to excuse their behaviour in the prosecution of the service designed of taking Cadiz, and bringing the people of Spain to espouse the Austrian cause, that they are not able to do it because they are not acquainted with the situation of the country, which I suppose might be easily remedied would they but take the pains to view it themselves and not trust to others' informations. But particularly they complain that none of the principal persons of the country are yet come in to join the army. As to this I refer it to all impartial men's consideration if any of them can be blamed, seeing the methods which have been taken hitherto have not been sufficient to give the well inclined to the Austrian cause assurance of protection, but rather, on the other hand, if we consider the present disposition of affairs (to speak plain), they seem not directed to do anything but to find out some pretence, after some unanswerable delay, to go with the first fair wind for England. Now, since the intelligence of Spain hath gone through my hands these sixteen months, and that I have been assisting as his

Imperial Majesty's plenipotentiary in this expedition, I find myself obliged to declare openly that the reasons why the friends of his Imperial Majesty's interest have not declared themselves and joined the army, are the above-mentioned so publicly known ; for, notwithstanding all discouragements to show their zeal, they have sent to me several of their principal officers, who are now detained in Faro, with all necessary instructions to treat with me and to be informed what they may expect as matters stand. And because I find so little appearance that the army and fleet may have a mind to protect them, and that I hear but little but murmuring and desires of a speedy return for England, I am unwilling to expose their honour and quality and that they should lose themselves and their adherents.

GEORGE LANDGRAVE OF HESSE.

Port St. Mary, September 11, 1702.

Port St. Mary's, September 19, 1702, N.S.

Sir,—Since the last Council of War of the 16th instant, where it was resolved to re-embark the army, I would not have deferred so long what I am obliged in duty to represent to your Excellency, that which I take to be for the interest of his Imperial Majesty, had it not been for what your Excellency told me then, viz., that you had given orders to a frigate that went from Faro to transport from thence any persons that desired to come to me. I therefore waited to see if any came, though I had in the letter I received from thence all information necessary concerning their commission ; they could only by word of mouth have further confirmed their message as they did at their arrival, though I did not desire them to come by reason that, as matters stood, I might probably have exposed a great many persons

of quality and interest to be entirely ruined, I hearing nothing but murmuring for a speedy departure from hence, as it is now resolved on; and for the same reason I did not acquaint your Excellency, with these gentlemen being arrived at Faro to treat with me; only I published a paper to all who complained that none of the principal persons of this kingdom were yet come in to join the army, of which I took the liberty to send a copy to your Excellency. But now that in every point I may do my duty for the Emperor's interest, and that it may not be said hereafter that I did not acquaint all the general officers of sea and land with all the intelligence I had from the principal persons in the kingdom of Spain, and they not knowing such and such circumstances, did not take other resolutions—also all the fault of not altering them may be laid on me—I am obliged to tell your Excellency that these persons, sent to me from the principals of Madrid, now here do not desire anything more than to be assured of our staying in Spain, and assure me that so soon as they could be convinced of that, if we should make any motion from the place we should resolve to winter at, as if we were to march towards the court, then without delay all the well inclined would do their duty, and take up arms in favour of the Austrian cause, proclaiming their lawful king, and drive out of Madrid and the kingdom all who should be contrary to this noble undertaking. Your Excellency, who is so zealous for the public good, will be pleased to consider it best; and though you should find it impracticable for a competent squadron to stay here or in St. Lucar to assist the army—at least, considering that the orders and instructions your Excellency hath received from her Majesty of Great Britain show the great desire her Majesty

hath to see the House of Austria restored to his just succession of this kingdom, her Majesty's commands being to attempt Cadiz, and if that succeeded, to leave there so many men of war as your great experience should think fit ; and if this enterprise should not have the desired effect, then to go to the Groin ; but your Excellency, finding by occasion of the Council of War the 16th instant, in discoursing about the matter, this last point impossible, because of the advanced season and the reason of possessing a port in Spain being easily considered of what importance it may be to the public interest, for which this powerful fleet hath been principally sent, Vigo and Ponte Viedro¹ being more secure and better harbours than this bay, as many sea officers who have been in those places assure, I believe the great zeal your Excellency hath to promote the Austrian cause will easily excuse you to her Majesty of Great Britain, whose favourable intentions for the Emperor and the public interest are so well known, so that your Excellency will expose yourself in no manner of way by putting the army in any of those places ashore, and leaving a competent squadron with them till further orders from England and advice from the allies, which execution will not only confirm the Austrian interest, and bring to a desired end what these principal persons of Spain design, and for ever establish again through your means, and to your Excellency's eternal glory in this kingdom, its lawful possessors, but Portugal will be obliged, this army being so near a neighbour to them, to declare in favour of the allies, and to assist the army with necessary troops of horse, wherein we are only wanting. But, on the other hand, if we should sail straight away

¹ *Ponte Viedro.* Pontevedra, a bay immediately north of Vigo.

for England, not only the Austrian interest would be lost for ever, and with this all those extirpated that are well inclined, and the promotors of them, but the kingdom of Portugal will declare again for France, the trade of England and their allies will be very much weakened, and perhaps be obliged to a shameful peace, which important matters can only be prevented and remedied by your Excellency's well-known intentions for the public good. So I hope in answer of this to receive from your Excellency the favour that this my representation may be attended, and such a resolution taken as for the interest of the Emperor my master I expect, and please to believe I am,

Your most obedient, humble servant,
 GEORGE LANDGRAVE OF HESSE.

To his Excellency Sir George Rooke
 Vice-Admiral of England, &c.

Port St. Mary's, September 20, 1702.

My Lord Duke,—Upon the representation I took the liberty to send to you yesterday in writing, and to acquaint you of the arrival of certain Spanish officers sent from the principal persons of Madrid, to treat with me, you was pleased to tell me that you judged it necessary I should inform myself from them in what manner, and upon what foot they came, what commission they brought, and that they would form a project of what they desired for the satisfaction of the interested party, and this before you could come to any resolution yourself; upon which I yesterday discoursed them again of everything you desired to know from me, and I find that they are both sent from the principal persons and grandees of this kingdom, and of all the nobility residing at Madrid, whose names I do not set down because of

the number of them, which would take up too much place, and think it better to tell you myself.

The first is a person of quality, who has an estate and family, and been above thirty years in the service, and was at last a colonel of horse, his name is Don Francisco de Sta. Cruz ; the other is a captain, of no less reputation and interest, called Don Luis Pavedas. They have brought with them credentials in cypher signed with the Cross—the mark of the greatest security and trust among the Spaniards—instead of their names, so that I can give an entire credit to all they say, and which is that I have represented in my last letter and the copy of that to Sir George Rooke, besides that those gentlemen don't quit all for chimeras, they don't desire anything more than to be assured the army under your command shall winter in Spain, so that you may depend on all I told you in my letter yesterday, which I won't repeat here lest I should be too tedious. I have therefore asked them what place they thought most proper, who told me, to effect what they had in commission, that all places were alike to the interested party, and that what you judged most proper they should also think most convenient. I pressed them to declare it, that you might the more easily meet their intentions, and be better assured of success. At last they told me to obey your orders ; they thought the present ever the surest, so that if, with this favourable season, the army could march to St. Lucar, one could sound the channel of the place, where they knew the galleons formerly entered, and as they found it to set up marks there. For their security they thought St. Lucar most advantageous, and by getting horses from Barbary they could open a way to the well-affected, and soon make themselves masters of all. That if you don't think this proposal practicable, Galicia, being a plentiful country, and

Vigo and Puerto Vedro good ports, where we could entrench, and get horses from the neighbourhood of Portugal, and perhaps a declaration of that kingdom for the League, and not being far from England receive more easily from thence recruits and all necessary subsistence which, however, would not be wanting in the country, by good management.

They proposed also, since the kingdoms of the Crown of Aragon are entirely in the Emperor's interest, they would receive us there at our arrival with open arms, and then neither their subsistence nor their horse or help would be wanting in anything; but, above all, the season for the ships not being too rigorous to winter in the Mediterranean, we could not do better than to go to Matta,¹ otherwise called Lugar-Nueva, it being one of the best roads in the world, secured from all winds, and but three leagues from Alicante where we might winter, and six from Altea which is also a good road, and well provided with water, and has the Arragonians without their viceroy, and consequently under their own governor.

These two realms of Valencia and Arragon and that of Catalonia will immediately revolt, and not being above sixty leagues from Madrid, we might in two months be masters of all Spain. This is their proposal, worthy of reflection in all its circumstances; they also tell me the reason why the principal persons in Madrid won't declare themselves without being supported is, that as they can't raise troops, and are so strictly watched by reason of the suspicion they have already of them, they dare not revolt before we are fixed to winter with them, and that they won't fail to show themselves how zealous

¹ *Metta*. The harbour of Meta, or Guardamar, is six Spanish leagues south of Alicante, and Altea about the same distance to the north.

they are for the glory and re-establishment of the House of Austria.

As to other particulars I refer myself wholly to my memorial of yesterday, desiring you to pass a speedy resolution, time being precious, and that you may give a greater credit to what these gentlemen say by virtue of the character the Emperor has honoured me with as his Plenipotentiary in Spain, I answer for everything above mentioned and reported by these Spanish gentlemen to be true, I confirm it, and in their names and all the interested party, sign these presents, being very truly, My Lord,

Your Grace's most humble servant,

GEORGE LANDGRAVE OF HESSE.

Duke of Ormonde.

Friday, September 11, 1702.—Ordered two days beef to be immediately boiled and sent ashore for the army, and sent boats to Port St. Mary's to bring off the baggage, sick men, and what naval stores could be procured.

The Sheerness arrived this afternoon with letters from England.

Saturday, September 12.—Wrote to Sir Stafford Fairborne to continue in the bay till all our boats, &c. are got off from St. Mary ports. My lord Duke of Ormonde came off with the general officers, upon which a Council of War was held, where his grace proposed the wintering in some part of Spain with the army. Read all her Majesty's instructions and letters from the Secretary of State relating to the expedition, and just as I was closing the last of them his grace received a message from the camp that the enemy were advancing to attack the army, so that all the general officers immediately went ashore without coming to any resolution.

Sunday, September 13.—This morning the army

marched from Port St. Mary's and encamped near Rota, the Spaniards' horse, about 2,000, marching after them along the hills. The Eagle, Northumberland, and Stirling Castle were called in from cruising, and the Sorlings arrived from Faro with letters from Lisbon. Ordered the Sheerness to carry to Faro such English or Dutch merchants as shall come aboard him for a passage thither.

Monday, September 14.—Received the following letter from the Duke of Ormonde.

Sir,—Since we could not do that service at Cadiz that was hoped for, it is my opinion that we should endeavour to take post at the Corunna, or any other part of Spain that be thought practicable by a Council of War, for I think it of the last consequence to the Queen and her allies that we should stay and winter in some part of Spain, and there expect her Majesty's further orders. And especially since the news of Prince Eugene's success¹ in Italy will of consequence make the Spaniards more ready to show their good inclinations to the House of Austria, but if we should go back to England without endeavouring to take post in this kingdom, I fear there will be an end of thinking of any further attempt on this nation.

This I hope you will take into your serious consideration, we being ready to stay in any place where you can leave us with such a number of ships as shall be judged necessary for the service.

I am Sir, your most humble servant,

ORMONDE.

From the camp at Rota, September 13, 1702.

To which the Admiral immediately returned the following answer :—

¹ *Prince Eugene's success.* Prince Eugene had fought and won the battle of Luzzara, on August 15, 1702.

Royal Sovereign, September 14, 1702.

My Lord Duke,—I received your Grace's letter of yesterday this minute, and in answer thereto I must presume to remind you that you had a full view of all my instructions from her Majesty, and the Secretary of State's letters thereupon, on Saturday last at a Council of War, which was suddenly broke up by an alarm in your Grace's camp; your Grace and the rest of the general officers will have time to consider how far I am empowered by these orders to make a second attempt, and what reason your Grace has to expect success after the first, for if the people of Spain had any spirit tending towards a revolution, this first account of Prince Eugene's glorious success in Italy would inspire them with a resolution to exert themselves, but if they cool upon this news, I doubt your Grace's reception and entertainment in another place will be as cold and indifferent as it has been here.

I think by the last Council of War it was agreed and resolved that the forces should embark with all expedition, and the sooner it be executed, unless your Grace has a prospect of wintering here, certainly the better, for the sooner we shall be in a condition to prosecute any further attempt that shall be agreed on pursuant to her Majesty's instructions. I am with great respect and duty, my Lord Duke,

Your Grace's most obedient and most humble
servant,

GEORGE ROOKE.

Duke of Ormonde.

Tuesday, September 15.—Ordered Rear-Admiral Graydon with five captains and all the boats to Rota to embark the forces, and they accordingly got off all but two or three regiments.

The Newport, which was stopped for my lord Duke of Ormonde's letters since Friday last, was despatched, and ordered to sail to Plymouth or Portsmouth.

Ordered the Bedford and Grafton to Tangiers with the Moors and 160 barrels of powder for the redemption of thirty English captives.

Ordered the Plymouth to Lisbon to convoy merchants ships to England, &c., and the Adventure with the Prince to sail with her.

Ordered the Lyme and Poole to Lisbon to clean, and to carry to England Mr. Methuen.

Ordered Mr. Spencer, an English merchant at Tangiers, to treat with the Emperor of Morocco on the same terms it was done in the late King's time, and to continue the truce on the same foot for six months after Christmas next.

Wednesday, September 16.—Called a council of flag-officers to consider a letter which the Admiral received the last night from the Duke of Ormonde, wherein he proposes the army's being landed on the Island of Cadiz, Ponte Vedro, Vigo, Aymont, or the Groin, and it was considered and the following resolution taken :—

At a Council of War of flag-officers held on board her Majesty's ship the Royal Sovereign, September 16, 1702.

Present :

Sir George Rooke, Admiral.	Lieutenant-Admiral Allmonde.
Vice-Admiral Hopsonn.	Vice-Admiral Pietersen.
Sir Stafford Fairborne.	Rear - Admiral Baron Wassenauer.

Upon reading his grace the Duke of Ormonde's letter of yesterday, and a due and serious consideration thereupon, we are of opinion that it is not advisable to attempt Cadiz at this season of the year, after the land general officers have agreed and resolved that it is impracticable with the number of forces under his grace the Duke of Ormonde's command in regard to that resolution nor the security of the fleet, which will be infinitely exposed when the rains and outwinds set in.

But as to the landing the army at Aymont,¹ if the weather prove fair, we think that may be done ; but our great ships cannot come near that coast, and we do think the difficulties of landing the horse and artillery will be very great, since the boats of our ships cannot assist therein, and as to any small squadron of ships laying on the coast in the approaching winter season, we judge it impossible, but a squadron may be ordered into Lisbon, where they may clean, and cruise on the coast for the countenance and protection of the army.

And as to Ponte Vedro and Vigo, unless we can reach those ports by the first of October, English style, we think it impracticable to make any attempt upon that coast with regard to the shortness of the provisions in the ships of the States General, and the winter season, which usually renders departing from that coast very difficult ; but if it shall be resolved to struggle with these difficulties, we must immediately send away our great ships, in hopes of their gaining a safe passage home.

We have also considered what has been proposed, and what Sir George Rooke's instructions direct, as to the Groin, and we cannot but agree and conclude (as we judge all seamen in the world will)

¹ *Aymont*. Ayamonte, at the mouth of the Guadiana.

that before we can possibly reach that port, the time will be elapsed, and the season of the year so far advanced that will render any attempt on that place unreasonable and impracticable.

This was also signed by Vice-Admiral Vandergoes and Rear-Admiral Graydon upon their seeing it.

All the soldiers were this day embarked.

Ordered and empowered Mr. Tertius Spencer to continue the treaty on foot between her Majesty and the Emperor of Morocco for six months after Christmas next, in the same manner it now is.

Thursday, September 17.—This morning the Plymouth sailed with Mr. Methuen to Lisbon. The Bedford and Grafton sailed to Tangiers with the Moorish envoys, and carried 160 barrels of powder for the redemption of captives.

Called a Council of War.

At a Council of War of sea and land general officers held on board her Majesty's ship the Ranelagh, September 17, 1702, O.S.

Present :

Sir George Rooke, Admiral.	Rear-Admiral Graydon.
Lieutenant-Admiral Allemonde.	His Grace the Duke of Ormonde.
Vice-Admiral Hopsonn.	Sir Henry Bellasis, Lieutenant-General.
Vice-Admiral Vandergoes.	Lord Portmore.
Vice-Admiral Pietersen.	Baron Sparr
Sir Stafford Fairborne.	Sir Charles Hara
Rear-Admiral Baron Wassenaer.	Brigadier Paland
	Brig. Seymour
	Brig. Hamilton

} Majors
General.

} Brigs.
General.

Whether upon consideration of the opposition

and obstinate inclination of the Spaniards in Andalusia to oppose the House of Austria, and the difficulty which may be expected from the season of the year, as appears by the resolution of the Council of War of flag-officers of yesterday, and the aversion we may reasonably expect to find from the people of any other part of Spain, as well as the want of intelligence, which our army has been wholly destitute of since their being ashore, and that the Dutch troops cannot be supplied with provisions from their fleet for a longer time than a month, and the diminution of the army by the detachment for the West Indies, and sickness, it be reasonable to make a second attempt of landing in Spain?

Which, being framed into a question and put, the undersigning officers do agree, and conclude in the negative; and it is therefore resolved that we take the first opportunity and make the best of our way with the fleet to England, and the rendezvous be appointed at St. Helen's till we receive orders for the disposing and landing of the army.

G. ROOKE.

P. VAN ALLEMONDE.

THO. HOPSONN.

P. VANDERGOES.

ANTHO. PIETERSEN.

STAFFD. FAIRBORNE.

J. WASSENAER.

J. GRAYDON.

H. BELLASIS.

PORTMORE.

CHA. HARA.

GUST. HAMILTON.

WILL. SEYMOUR.

The Queen's orders for sending 2,000 soldiers at least to the West Indies were read.

Prepared orders of rendezvous to be at Lagos or Tangiers, if separated on the side of Cape St. Vincent, and private orders if after we are passed at St. Helen's.

Ships remaining with Château Renaud :

	Superbe	70
	L'Espérance	70
	Le Fort	70
	L'Excellent	66
	Le Soleil	60
	La Tortue	60
	Le Modéré	56
	Le Bourbon	70
	Le Hazardeux	50
	L'Oriflamme	60
	Le Prompt	72
	L'Assuré	66
	Le Prudent	60
	Le Parfait	70
	Le Ferme	72
	Le Dauphin	48
	Le Volontaire	40
	Le Triton	44
Fireships	Le Favori	30
	L'Indiscret	
	Le Fourbe	
	L'Estelle	
Flutes	Le Zurichzee	44
	La Providence	
Corvettes	La Choquante	
	L'Emeraude	
Comte de Toulouse	Le Foudroyant	110-900
	L'Admirable	84-650
	Le Content	64-400
	La Fortune	64-400
	Le Tonnant	96-700
	La Perle	54-
	1 Frigate l'Hirondelle	

Comte de Tou-	2 Fireships	}
louse	Some small vessels	
	6 Galleys	
Chevalier de	3 Frigates, 2 Fireships	
Forbin		

At Toulon 15 ships, of which there are fitting five or six from 60 to 70 guns.

	L'Heureux .	70	
	L'Agréable .	60	
	Le Bon .	60	
De Casse	Le Faucon .	50	
	La Gaillard .	36	
	Le Prince de		
	Frize .	60	
	L'Emporte .	44	
	La Badine .	30	
	L'Hercule .	36	
Gone to Mexico	Le St. Paul .	26	
	La Néréide .	30	
To Cadiz	{ Le Fleuron .	56-300	
	{ Le Furieux .	60-350	
Supposed to	{ L'Aimable .	70	
Cadiz, or per-	{ Le Brillant .	66	
haps to Lisbon	{ Le Dévorant .	64	
	{ L'Avenant .	50	
	{ La Meduse .	46-200	
	{ L'Ardent .	70-380	
	{ Le Vermandois	60-350	
Not known	{ Le St. Michel .	60-350	
whether	{ Le Diamant .	60-350	
designed	{ L'Eclatant .	70-400	} Ready to sail from Brest July 26 with five months' provisions
	{ Le Glorieux .	60-350	
	{ Le Sage .	58-350	
	{ L'Oiseau .	40-200	

Friday, September 17.—Weighed, but it proving calm, anchored again. Ordered the Sorlings and Flamborough to cruise to the SW of the fleet. Ordered Rear-Admiral Graydon with six ships to bring up the rear of the fleet. This night between eleven and twelve Captain Ley died.

Saturday, September 19.—Weighed and stood to the southward. Prepared the orders of rendezvous to be at Lagos,¹ or Tangiers Road, and, in case it blows very hard, seven or eight leagues W from Cape St. Vincent, and after we are passed Cape St. Vincent to be at St. Helen's.

At a Council of War of sea and land general officers held on board her Majesty's ship the Ranelagh, September 19, 1702.

Present :

Sir George Rooke, Admiral.	His Grace the Duke of Ormonde, General.
Vice-Admiral Hopsonn.	Sir Henry Bellasis, Lieut.-General.
Rear-Admiral Fairborne.	
Rear-Admiral Graydon.	Lord Portmore } Majors
	Sir Cha. Hara } General

Upon consideration of her Majesty's instructions to Sir George Rooke, Vice-Admiral of England, &c. and to his grace the Duke of Ormonde general of the horse, and commander-in-chief of the forces on board the fleet :

It is resolved that the four youngest regiments (the marines being excluded) be detached to the West Indies, which are to be completed according to the establishment, out of the remaining regiments.

¹ *Lagos.* The Bay of Lagos is on the coast of the Algarve, about twenty miles east of Cape St. Vincent.

Anchored this evening in seventeen fathom, St. Sebastian's Point ¹ N by E $\frac{1}{2}$ E; Cape Trafflegar ² SE by E, distant seven leagues.

Buried Captain Ley.

Sunday, September 20.—Ordered the Jacob, Ruth, Grey, Friends, Goodwill, Prince of Orange, Samuel and Henry, Charles, James and Sarah, Asia, and Albion, transport ships, to be victualled for two months, at whole allowance of all species, to be paid money for beer, and to carry 2,203 men. The six men-of-war viz., the Burford, Boyne, Chichester, Expedition, Cumberland, and Yarmouth, being to carry 700 soldiers, which were also victualled to near nine months for their highest complement of men at short allowance. Stood to westward.

Monday, September 21.—Little wind. Shifted our soldiers into the West India ships, and employed in receiving the provisions, &c. from the victuallers, &c.

This evening received by a Dutch man-of-war from Faro a packet from Mr. Methuen, with the following letter for the Admiral:—

Lisbon, September $\frac{16}{27}$, 1702.

Sir,—I am very sorry to begin my letter with the trouble it is to me not to have heard from the fleet since the $\frac{1}{12}$ th of this month, so that, since you have been before Cadiz, in the space of three and thirty days, I have heard but twice from the fleet, whereby I am not only a stranger to your success but to your intentions, and, what more concerns me, to what you may have occasion to require from this court.

I should not therefore have dispatched this

¹ *San Sebastian's Point.* I cannot identify this, but it must be near Cadiz harbour.

² *Cape Trafflegar.* Trafalgar. The spelling shows that the pronunciation in Rooke's time was Trafälgar, which is the proper, but not the usual, pronunciation now.

express in so much haste to you, since I have no considerable news here to inform you of, and that the packet boat is not arrived; but that here hath been news several days in this town of the very ill-success of your affairs there, the great loss before the Fort of Matagorda, which is not taken, and of some ill-understanding between the English and Dutch, in-somuch that it was believed you would not continue very much longer before Cadiz. Now, although I do not give credit to this news, not having any letter from any person of the fleet, yet when I consider several passages from your letter I am afraid the success is not answerable to our wishes or our hopes, and therefore, knowing the importance that you who have the honour of so great a trust as the fleet of England, and who I know have all the concern upon you for everything which relates to the safety of it, should be well informed of the state of affairs in this court, and of the methods which will be most proper for you to use, in case you should want these ports for repairing, wintering, or securing any of your ships.

And therefore, although I have from time to time, and more especially in my late letters, explained myself, yet for fear of accidents I resolved to write the most plainly that I can upon the subject and to send immediately to you.

This king upon your passing by, as I have fully wrote to you, did declare himself perfectly free from his alliance with France as if it never had been made, and fully resolved to preserve the peace, friendship, and commerce with England and Holland, since which things have been in suspense, as well to see how this matter was taken in France as to expect what your success would be at Cadiz. So that I have not been able to get any assurance of this king his entering into the

alliance with us against France, though I hope there is some disposition towards it.

In the meantime I have every moment since my coming hither the first time, endeavoured to secure the liberty of the ports of Portugal for our ships on all occasions, this I have found very easy to do, according to the terms of our present treaty, and very difficult hitherto to do by any new stipulation or agreement.

Our present treaty limits the number of men-of-war designed on purpose for any one port of this kingdom, to six, being what was thought necessary for convoys and such-like occasions, any number of our men-of-war therefore, not exceeding six, have come in and gone out with the same freedom as in our own ports. The treaty makes further provision that any number of our ships without limitation may come into any port, when they are forced by bad weather, or for want of repair, or want of any necessaries; but in all these cases they must acquaint the chief governor of the occasion of their coming, and of the necessity they are in, and stay no longer than it appears reasonable upon such occasions. Now what I am to inform you of is that, as to six ships, there is no manner of difficulty, and as to a greater number, I have all the assurance upon honour from the King himself, and from the ministers appointed to treat with me, that the article and all the cases mentioned in it shall, upon such occasions as may happen, be construed and understood in a favourable and friendly sense, and I am very confident it will be performed. When I acquainted the King with your desire of leaving here five or six of your biggest ships he was very easy, and it was explained that their being there should not hinder the coming of others upon the ordinary occasions, and if

any of your ships should now be disabled or in want of repair, I am assured you will find here all the assistance they can give you.

Having now given you the state of this matter, I shall humbly offer my opinion to your consideration, that you would not serve yourself of these ports further than necessity or great inconveniency may oblige you ; that you would depend upon the reception of any disabled ships or such as want repairs, as likewise upon the liberty of leaving here your greatest ships ; that you would, as soon as possible and as often as conveniently you can, let me know what occasion you think you may have, and always represent to me the necessity, occasions, or reasons that make you desire it.

That you would rather make use of these ports by degrees than all at one time just together, and that you would please to order one ship, if it may be, to come in to me before the rest. And if any considerable number come together, and that the weather will permit, to stop at Cascaes till they can send in to me. When I trouble you with so many difficulties you will please to consider that, in the present condition this king stands with France, he will always know that nothing whatever will be taken so ill by the French King as this liberty for our ships to come into his ports.

The Dutch have the same treaty, and I am sure, as to the six ships, there will be no difficulty, and I hope none upon other occasions ; but the Portuguese are not so perfectly inclined to friendship with them as with us.

I am assured that Setuval will admit of ships of sixty or seventy guns, if not greater ships, that they lay very quiet and secure there ; of this the Dutch officers with you are very good judges, if so, in case of necessity, the making use of that port

will be a great ease in the limits of the treaty, and, in respect of provisions, rather cheaper than here.

I had never greater trouble in my life than my present fears of your ill success at Cadiz, and it is increased by my thoughts that the methods taken hath not been the best in the circumstances we were in so late in the year, and in the circumstances Cadiz was in, not being, as I still verily believe, at your coming, well provided with anything, and with less than 3,000 men in garrison. And when I consider that all the French engineers who went from hence, when you were already before Cadiz, have been able to give an account by letters of their arrival there in very good time to defend even the Matagorda Fort, I shall not wonder to hear our army will meet with great opposition in an attack.

The persons on whom you have the credit often ask me if I know your intentions, whether you shall use it or no ; my answer hath been that I believed you would. The money lays ready at a minute's warning, and I am confident, if you should want ten thousand pounds more, I can provide it for you on your own bills.

You may depend that I will remain here, whatsoever may happen, till I am sure you can have no further need of this king's favour for your ships, because all his promises being made personally to myself and upon honour I shall be more secure of his performance.

The eight French men-of-war are still in the bay here, one other hath come in and received aboard some provisions, and is gone out, as I believe, to the islands to meet the flota,¹ which they pretend to expect. The other eight make show of going away every day, they have not made any provision here,

¹ *Flota*. The Plate fleet, expected from the Indies.

but they have still on board about three months' provision, and are either to go out to sea, in expectation of meeting Monsieur Château Renaud or to return to New France. I expect your orders relating to the sale of the two prizes and the disposition of the money.

Ordered the Eagle, Stirling Castle, and Pembroke to go into Lagos Bay with some of the horse transport ships, to water, and to join the fleet off Cape St. Vincent.

Tuesday, September 22.—The Duke of Ormonde sent the Admiral the following letter:—

Sir,—I just now received a letter from Mr. Methuen, of which I here send you a copy. I desire to know what account you have had from him, for I find, by mine, the King of Portugal is ready to assist us in whatever we shall desire of him in any part of his dominions, according to the best interpretation I can make of the letter. I am, Sir,

Your most humble servant,

ORMONDE.

Ranelagh, September 21, 1702.

Lisbon, September $\frac{16}{27}$, 1702.

May it please your Grace,—It is very long since I have heard from the fleet, or had any account of your Grace's success before Cadiz, which gives me great uneasiness, and so much more because the news which comes by other ways makes me fear you have not had the success which I earnestly wished and could not but hope for from your Grace's resolution and conduct.

I am very unwilling to part with my hopes that this great affair may end to your Grace's glory, as I am very sure it hath been carried on by your utmost care and concern.

And I should not indeed write to you in the

uncertainty I am in, but to renew the offers of my most humble service to request your Grace to let me know whatever you may have occasion for from hence of any nature whatsoever, for it is not only my being here, with the greatest desire to serve you, but I can assure you the King of Portugal will be extremely pleased to assist your Grace in anything whatsoever which you shall desire here or in any part of his dominions. I return my most humble thanks for your Grace's favour to my son, and humbly request that you please to command him in everything when he can be the least useful to you. I am, with utmost respect, may it please your Grace,

Your most obedient and most humble servant,

JO : METHUEN.

Duke of Ormonde.

The Duke of Ormonde being lame, the Admiral sent for the flag-officers to meet him aboard the Ranelagh, where it was agreed as follows :—

At a Council of War of sea and land general officers held on board her Majesty's ship the Ranelagh, September 22, 1702.

Present :

Sir George Rooke, Admiral.	Rear-Admiral Graydon.	
Lieutenant Admiral Allemonde.	His Grace the Duke of Ormonde, General.	
Vice-Admiral Hopsonn.	Sir Henry Bellasis, Lieutenant-General.	
Vice-Admiral Vandergoes.	Lord Portmore	} Majors General.
Vice-Admiral Pietersen.	Baron Sparr	
Sir Stafford Fairborne.	Sir Charles Hara	} Brig. Gen.
Baron Wassenaer.	Brigadier Paland	
	Brigadier Hamilton	

Upon consideration of two letters from Mr.

Methuen, Lord Chancellor of Ireland, both dated from Lisbon, September $\frac{16}{27}$, 1702. to his Grace the Duke of Ormonde and Sir George Rooke, wherein he assures his Grace that the King of Portugal will be extremely pleased to assist him in anything whatsoever which he shall desire from Lisbon, or in any part of his dominions, and a question being put whether it be reasonable to send to Lisbon for an explanation of Mr. Methuen's letters, and to stay for a return of the answer in Lagos Bay : It is resolved and agreed that we do execute the former resolution of prosecuting our voyage to England, so soon as the West India squadron shall be despatched, in regard that there is little or no coherence in the purport and subject of the said letters, and that we judge his letter to his Grace the Duke of Ormonde has some ambiguous and doubtful expressions in it which we take to be only personal compliments to his Grace, and no way to an encouragement to winter our troops in Spain or Portugal

G. ROOKE.	J. WASSENAER.
P. VAN ALLEMONDE.	J. GRAYDON.
THO. HOPSONN.	H. BELLASIS.
P. VANDERGOES.	PORTMORE.
ARTH. PIETERSEN.	CHA. HARA.
STAFF. FAIRBORNE.	GUST. HAMILTON.

Wednesday, September 23.—Ordered Mr. Bowles to send a clerk to one of the victualling ships with the fleet, and to remain with the rest in company with the West India squadron till he has dispatched them.

Ordered Captain Walker to take the squadron under his command, and to make the best of his way to Barbadoes, where he is to advise with the governor there about the landing the soldiers either there or in Jamaica or the Leewards Islands, as shall

be thought most proper and advantageous for the service, and to be aiding and assisting in the protection of any of the said islands or in any attempt that shall be thought fit to make on the enemy ; to show these orders to any his superior officer in the West Indies, and to put himself under his command. Captain Knapp, in case of Captain Walker's death or disability, to succeed in the command, and so on to the next senior officer.

Sent the Poole and Lyme to Lisbon to clean, and receive on board Mr. Methuen and to carry him to England, or, if he goes in the Plymouth, to cruise thirty days in the latitude between Cape Spartell and Cape St. Vincent, and then to make the best of their way to England.

Ordered Captain Walker to issue wine and brandy to the ships of his squadron, according to the rules of the navy, so soon as he parts from the fleet.

Thursday, September 24.—Called a Council of War of English flag-officers.

At a Council of War of flag-officers held on board her Majesty's ship the Royal Sovereign, off Cape St. Vincent, September 24, 1702.

Present :

Sir George Rooke. Vice-Admiral Hopsonn.
Sir Staff. Fairborne. Rear-Admiral Graydon.

Upon consideration of several clauses in her Majesty's instructions to Sir George Rooke, mentioning some of our great ships wintering abroad, in case it shall be judged too late in the year by a council of flag-officers to bring them home in safety, and several letters from Mr. Methuen, Lord Chancellor of Ireland, relating to their reception at Lisbon : It

is resolved and agreed, that, in regard of our ill success at Cadiz, we do not know how safe it may be to put so considerable a trust as six of our capital ships into the King of Portugal's power, and, besides, we have no stores proper for the careening and fitting them for the next summer's service abroad ; and considering our great ships have formerly got their passage in safety after this time of the year, we judge the hazard less, and the conveniency of refitting them much more certain, than in sending them into Lisbon, so that it is concluded to proceed home with the great ships as well as the rest of the fleet, according to the resolutions taken on that behalf.

At noon made the signal for parting with the West India squadron, in the latitude of 37^{d} , being about thirty-six miles west from Cape St. Vincent.

Friday, September 25.—Calm this forenoon. In the evening thunder, lightning, and rain brought the wind southerly ; stood to the NNW by N, and WNW ; squally weather.

Saturday, September 26.—Stood to the NW ; latitude, per observation, 38^{d} 31^{m} .

Sunday, September 27.—Hazy weather. Wind took us short at WNW ; stood to the SW ; blowed fresh all day. Latitude 39^{d} 15^{m} .

Monday, September 28.—Blowing weather ; stood to the SW by W. Latitude $38. 15$.

Tuesday, September 29.—Ditto. Wind still at NW and NW by N ; stood to the southward. Latitude $37. 42$.

Wednesday, September 30.—Wind veered westerly ; stood to the northward. Latitude $38. 9$.

Thursday, October 1.—Moderate weather, wind southerly ; stood to the northward, after having blown squalls and hard gales, with thunder this morning.

This afternoon dispatched the Flamborough with

letters to England to give an account of our arrival thus far. Latitude $39^{\text{d}} 29^{\text{m}}$. about eighty leagues from the shore.

Friday, October 2.—Blowed fresh, southerly ; stood to the northward. Latitude $40^{\text{d}} 45^{\text{m}}$.

Saturday, October 3.—Wind northerly ; stood to the westward. $40^{\text{d}} 51^{\text{m}}$.

Sunday, October 4.—Fresh gales at WSW ; stood to the northward. Latitude $41^{\text{d}} 23^{\text{m}}$.

Monday, October 5.—Do. WNW ; stood to the northward. The Pembroke joined the fleet this evening about six, but such bad weather that the Captain could not come aboard.

Tuesday, October 6.—Early this morning Captain Hardy came on board and acquainted the Admiral that before he came from Lagos a gentleman from the Emperor's ambassador, who was sent to the Prince of Hesse, was aboard of his ship, and told him he had letters for the Prince with an account of Monsieur Château-Renaud and the Spanish flota's being at Vigo, with thirty French men-of-war and twenty-two galleons ; upon which the Admiral called in all the cruisers, and sent the Sorlings and Sheerness immediately away to Vigo to discover if they were there, and to bring him intelligence, and ordered the Kent to keep ten leagues ahead of the fleet, the Bedford astern of him, and the Berwick astern of her to hand the signal to the fleet ; and stood away directly to Vigo.

Wednesday, October 7.—Called a council of flag-officers this morning.

At a Council of War of flag-officers held on board her Majesty's ship the Royal Sovereign, at sea, September 7, 1702.

Present :

Sir George Rooke, Ad-	Lieutenant-Admiral Alle-
miral.	monde.
Vice-Admiral Hopsonn.	Rear - Admiral Baron
Sir Staff ^d . Fairborne.	Wassenaer.
Rear-Admiral Graydon.	

Upon consideration of the intelligence brought to Captain Hardy of the Pembroke, that Monsieur Château Renaud with the flota was put into Vigo, and that the attempting and destroying them would be a service of the greatest honour and advantage to the allies, as being what will very much tend to the reducing the power of France : It is resolved that we make the best of our way to the port of Vigo, and insult them immediately with our whole line, in case there be room enough, if not by such detachments as shall render the attempt most effectual ; but in case the enemy are not at Vigo, it is concluded to prosecute our former resolutions of proceeding to England.

Thursday, October 8.—Early this morning made the land going into Vigo, and as we got about three leagues from it, it fell calm, and a fresh gale springing up, about noon, SSE, we crowded¹ to get in before night ; but as we were got within a league of the islands it proved calm, so that we were forced to tack at four, the wind coming in the evening fresh off shore.

Sent in Lieutenant Paddon in a boat, and Sir Stafford Fairborne's lieutenant in another, to discover and bring us off what account they could learn of the enemy, and ordered the Dunwich to attend and bring them off. At eight lay by. Blowing fresh at ENE.

¹ *Crowded.* Crowded sail.

Friday, October 9.—About six made an easy sail to keep near the shore, and lay by again about four. The Lowestoft fell in with two of Sir Clowdisley Shovell's squadron.

Saturday, October 10.—About three this morning the two boats returned from Vigo and brought an account that they had been in between the Islands and the main, and by a Spanish friar whom they brought with them, found the flota arrived there² the 17 or 18 September, N.S., being twenty-two galleons and eighteen French men-of-war that they had unloaded all the King's plate, and waited orders from Madrid to put ashore the rest, that they were all hauled up above Vigo, near Rondulla,³ and had a chain of masts, &c. cross the narrow neck of land going into it.

Upon this intelligence the Admiral immediately ordered the Dunwich to carry Sir Clowdisley Shovell, who is cruising WSW from fifteen to thirty leagues from Cape Finisterre, to join the fleet at Vigo, he intending to lead home the great ships. At seven the Nassau joined the fleet, having been ordered from Spithead to join Sir Clowdisley Shovell, and sent duplicates of the order by him for Sir Clowdisley's joining us at Vigo.

Made all the sail we could towards Vigo, being about twelve or fourteen leagues to the northward of it, with a fresh gale at SSE. At noon the Mary joined us from England, having left Plymouth Sunday last, being ordered to Sir Clowdisley. He chased last night five or six ships into a harbour on

¹ *Flota arrived there.* The combined Spanish and French fleets anchored off Vigo on September 22. The Spanish fleet consisted of seventeen galleons laden with plate, three men-of-war, and three merchant vessels. The French fleet consisted of seventeen ships of the line, two frigates, and a schooner.

² *Rondulla.* Redondela, a town of 2,600 inhabitants, at the head of the harbour.

this side Cape Finisterre, and the Admiral ordered the Kent, Pembroke, and Lowestoft, to cruise off the Isles of Bayonne¹ in order to intercept them. At two afternoon the Rochester's prize joined us, being bound to Sir Clowd^y Shovell, by whom the Admiral also sent orders for his coming to Vigo.

Sunday, October 11.—Having lain by from eight last night, at four this morning made sail, being about four leagues from the Islands, but it being very dirty, thick weather we had much ado to make the entrance in; and it was not till ten o'clock that the Kent, who had been in with the passage early in the morning, brought to and made the signal; upon which, the wind freshening very much, the whole fleet anchored before 11 o'clock in a range up almost to the chain which the enemy had placed before their ships. The town of Vigo fired some few shot, but none of them reached us, except two or three which did no harm.

Immediately called a Council of War.

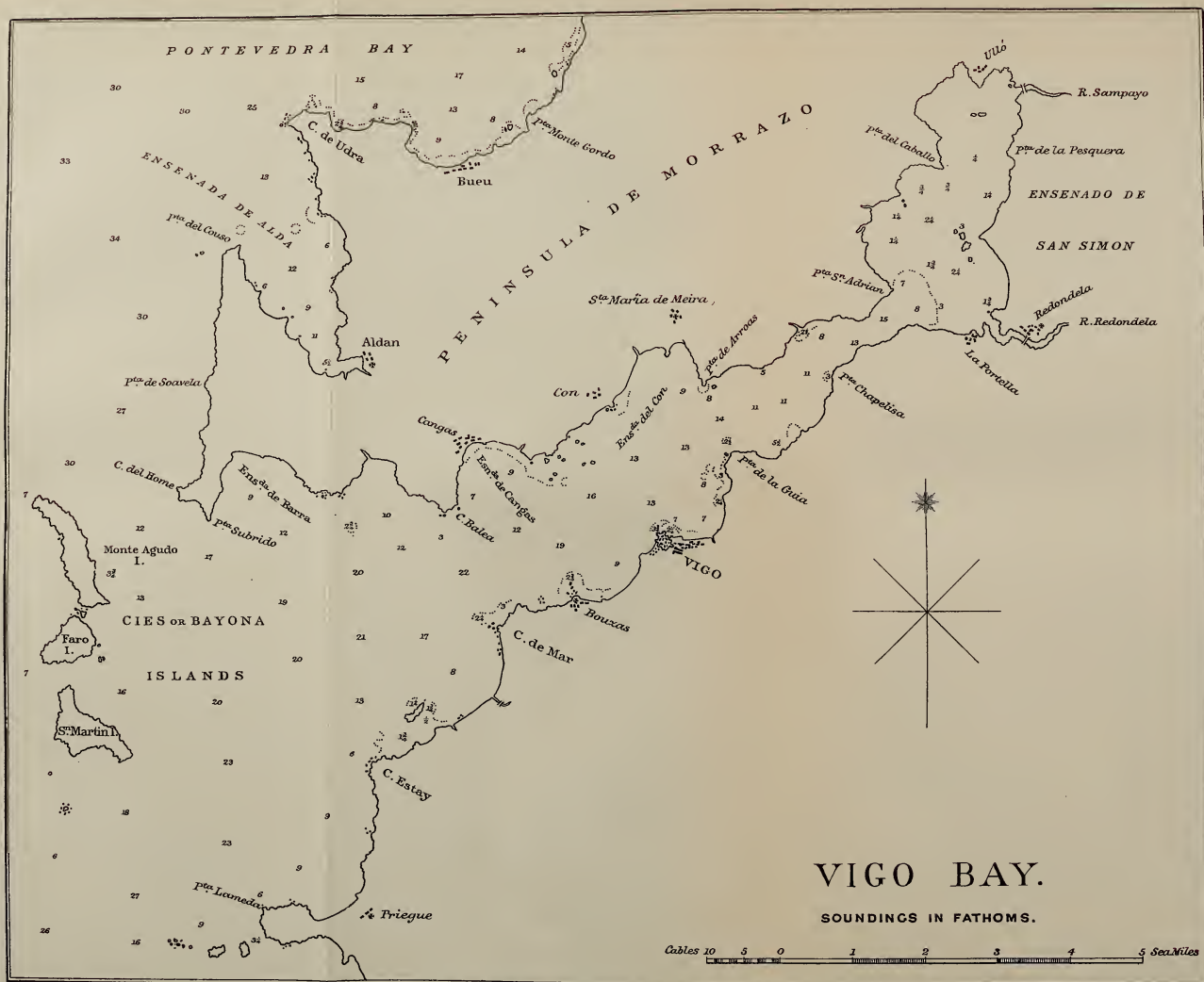
At a Council of War of sea and land general officers held on board her Majesty's ship the Royal Sovereign, October 11, 1702.

Present :

Sir George Rooke, Ad- miral.	Rear-Admiral Wassenaer.	Baron
Admiral Calemburg.	Rear-Admiral Graydon.	
Vice-Admiral Hopsonn.	His Grace the Duke of	
Vice-Admiral Vander- goes.	Ormonde.	
Vice-Admiral Pietersen.	Lord Portmore.	
Sir Staff ^d Fairborne.	Baron Sparre.	
	Brigadier Hamilton.	

Upon consideration of the present position of

¹ *Isles of Bayonne.* Las Islas de Bayona, also called Cies or Ciccas, the Siccas of Pliny, the 'Bayona's hold' of Milton. They from a natural breakwater across the harbour.



Monsieur Château-Renaud's squadron with the flota above the entrance into the Rondondello, and in regard the whole fleet cannot, without great hazard of being in a huddle, attempt them where they are: It is resolved to send in a detachment of fifteen English and ten Dutch ships of the line of battle with all the fireships, to use their best endeavours to take or destroy the aforesaid ships of the enemy, and that the frigates and bomb-vessels do follow in the rear of the fleet, and that the great ships do move after them to go in if there should be occasion.

It is also resolved that the army do land to-morrow morning and march to the fort on the south side of the Rondondello, and attack it, and from thence where it shall be most useful to the annoying the enemy.

Number
of Guns

Line of Battle.

60	Mary	Edward Hopsonn	Phoenix	} fire ships
70	Grafton	Thomas Harlowe	Vulture	
80	Torbay	Andw. Leake, Vice-Admiral	Hopsonn	
70	Kent	Jno. Jennings		
70	Monmouth	Jno. Baker		
	Dordrecht			
	Seven Provinces	Vice-Admiral Vander-goes		one fire-ship
	Velue			
70	Berwick	Rd. Edwards	Terrible	} fire ship
70	Essex	Jno. Hubbard, Rear-Admiral Fairborne	Griffin	
70	Swiftsure	Rt. Wynn		
80	Ranelagh	Rd. Fitzpatrick		
80	Somerset	Thos. Dilkes, Admiral		
		Rooke	Hawk	} fire-ships
70	Bedford	Hen. Haughton	Hunter	
	Muyde			
	Holland	Admiral Calemburg		one fire-ship
	Unie	Baron Wassenaer	Rear-Admiral	
	Reygersburgh			
80	Cambridge	Rd. Lestock		

Number
of GunsLine of Battle—(*cont.*)

70	Northumberland	Ja. Greenway, Rear- Admiral Graydon	Lightning fire- ship
70	Orford	Jno. Norris	
60	Pembroke	Thos. Hardy	
	Gouda		
	Alkmaor	Vice-Admiral Pietersen	one fire-ship
	Catwyck		

Monday, October 12.—Early this morning the soldiers were got in a readiness to disembark, and all landed in a little bay¹ on the starboard side going up to the Rondello, about a league above Vigo, at 11 o'clock.

At ten weighed with the fleet and stood in close to the two forts at the entrance of the harbour, but proving calm, Vice-Admiral Hopsonn was forced to anchor, the cannon from both sides playing amongst the ships, but did no great damage.

Ordered the Association and Barfleur to lay near the forts and to flank'em, to force the men from the batteries in case our ships should stop at the boom.

The forts were observed to fire about thirty guns on the starboard, and fifteen or sixteen on the larboard. At twelve went aboard the Torbay, and viewed the forts, boom, and position of the French ships, and at one, the wind coming pretty fresh, the Admiral ordered the Vice-Admiral to slip and push for it, which he immediately did, and by half an hour after one, with great success, broke the boom, and notwithstanding the great fire that was from both the forts, and eight of the French that were very conveniently posted, the three first divisions got in. The army got up to the fort just as the ships got past and took it. One, and, soon after, three, of the French ships were set on fire, and all abandoned the ship Monsieur Château Renaud was in, being first

¹ *A little bay.* The landing was effected between Eremitage and Randa, in a little bay near what is now called Punta de Alameita and Taberna.

afire, and those near the boom, so that before our ships began to appear pretty clear, and Vice-Admiral Hopsonn returned to the Somerset to give the Admiral an account as well as he could of the action, that he found all our ships well except the Torbay which had been laid aboard by a French freship which was luckily got a little off, but blew up and set only their sails and side afire, which also, by the captain's and men's good management, was put out ; but fifty-three men were drowned, with the first lieutenant, Mr. Graydon, and the purser by the accident of her blowing up.

In the evening went up round the harbour and found by the account of Monsieur le Marquis de Gallisonière, Captain of the Hope, that the following ships were here viz. :—

Ships	Captains	Guns
Le Fort	. Mons. Château Re- naud, Admiral	76 burnt.
Le Prompt	. Mons. Beaujeu, R.- Admiral	76 taken, but aground, and may be got off—got off and will be carried home.
L'Assuré	. Mons. d'Aligre, Chef d' Escadre	66 taken, and will be carried home.
L'Espérance	. Marq. Gallissonnière	70 taken, but run ashore and bilged.
Le Bourbon	. Mons. Montbault	68 taken by the Dutch, and will be carried home.
La Sirène	. „ Mongon	60 taken, but run ashore and bilged.
Le Solide	. „ Champmeslin	56 burnt.
Le Ferme	. „ Beaussier	72 taken afloat and in good condition, and will be carried home.
Le Prudent	. „ Grandpré	62 burnt.
L'Oriflame	. „ Tricumbault	64 burnt.
Le Modéré	. „ L'Autier	56 taken afloat and in good condition, to be carried home.
Le Superbe	. „ Botteville	70 taken, but run ashore and bilged.
Le Dauphin	. „ Duplessis	46 burnt.

Ships	Captains	Guns	
Le Volontaire	Mons. Sorel .	. 46	taken, but ashore.
Le Triton .	„ de Court	. 42	taken afloat and in good condition, to be carried home.
Frigates			
L'Entrepre- nant	„ Polignac	. 22	burnt.
La Choquante	„ St. Osman	. 8	burnt.
Le Favori .	„ De l'Escallts	.	burnt.
3 curvetts			
17 galleons .	. . . . .	.	4 taken afloat } by the 2 taken ashore } English. 5 taken by the Dutch.

He says also that all the King's plate, about 3,000,000 sterling, was taken out and carried to a town¹ about twenty-five leagues up the country, but that only forty small chests of cutcheneel² was carried ashore.

Tuesday, October 13.—Went up and viewed the ships, and ordered Sir Stafford Fairborne to call Rear-Admiral Graydon to his assistance, and to take particular care to get as many of the French ships afloat as they can, and those that cannot be got off that they do set them on fire an hour before high water, having first taken out their brass guns, and stores for use, and that they also unload the galleons that are aground, and set them on fire, and take particular care of what is so taken out, and seize all for her Majesty's use and service.

Ordered two days' provisions to be sent ashore for the soldiers.

The Admiral struck his flag aboard the Somerset, and returned to the Royal Sovereign.

Wednesday, October 14.—Commissioned the Assurance, Firm, Moderate, and Triton prizes, and got off several of the enemy's guns, &c.

Thursday, October 15.—Got off the Prompt

¹ *A town.* Santiago da Compostella.

² *Cutcheneel.* Cochineal.

prize and commissioned her. Ordered Sir Stafford Fairborne and Rear-Admiral Graydon to take to their assistance such captains as they think fit, and to rig and make what despatch they can with the prizes that are afloat, and in condition to be carried to sea, and to unload the goods out of the galleons that are ashore into such transport ships as they shall find proper for that purpose, sealing down their hatches and taking particular care that there be no embezzlement, and to use all diligence and despatch in getting and securing as many brass guns as they can, destroying and burning all the rest.

Friday, October 16.—Despatched letters to England, with an account of our taking the flota, &c. This evening Sir Clowdisley Shovell came within the Islands with his squadron.

Saturday, October 17.—Early this morning Captain Hardy sailed for England. Sent the Rochester to Lisbon to give Mr. Methuen an account of our success. Re-embarked the troops from Rendondello.

Sunday, October 18.—Ordered Sir Clowdisley Shovell to take on him the command of the ships undermentioned, and to remain at Vigo till he should get the prizes rigged and in a condition to sail, and unlade those galleons that were ashore, and such of them afloat as cannot be brought away, with a strict order against embezzlement, and a power to suspend immediately any officer he should find so doing, and to lose no time on that service, but to burn and destroy all the ships he could not bring with him, and make the best of his way to Spithead.

Sir Clowdis-	Kent	Hampshire	Loyal Merchant	} store ships
ley Shovell	Bedford	Weymouth	Muscovia Merchant	
	Monmouth	Coventry		
	Cambridge	Severn	Richards,	victualler, with several transports
	Orford	Guernsey		
	Grafton	Bonaventure		
	Torbay			

Rear-Admiral Graydon	Northumberland	Nonsuch	
Rear-Admiral Fairborne	Essex	Burlington	
	Berwick	Sheerness	
	Swiftsure	Paramour Pink	
	Shrewsbury	Lowestoft	
	Lancaster	Vulture	} Fireships
	Dorsetshire	Phoenix	
	Hampton Court	Lightning	
	Suffolk	Terrible	
	Revenge	Griffin	
	Reclamation	Vulcan	} French prizes
	Nassau	Assurance	
	Mary	Firm	
	Monk	Moderate	
		Prompt	
		Triton	

Monday, October 19.—Sailed from Vigo with the following ships, and anchored this evening under the Islands of Bayonne :—

Royal Sovereign	Hawk and Hunter, fire
Prince George	ships
St. George	Fubbs and Isabella, yachts
Triumph	Mortar
Association	Terror
Barfleur	Basilisk
Somerset	Antelope
Ranelagh	Smyrna Factor
Warwick	Jeffrey
Sorlings	Princess Ann
Dunwich	

Tuesday, October 20.—With little wind, easterly ; stood out to sea. The Dutch weighed and also came out.

Wednesday, October 21, to Friday, October 30.—From this to the 30th, N and easterly ; stood to the westward. This evening about eighty leagues to the westward of Scilly. It blowed a storm of wind

from NE by E, to SE by E ; split mainsail, and the foresail blew away ; lay under a mizen.

Saturday, October 31.—This afternoon, the weather more moderate, stood to the northward.

Sunday, November 1.—Wind veered westerly ; stood to the northward.

Monday, November 2.—At four this afternoon, sounded and found ground 96 fathom.

Tuesday, November 3.—Wind westerly ; stood away for the Land's End.

Wednesday, November 4.—Sent the cruisers ahead to make the land, and at seven at night the Dunwich returned, having made the Land's End.

Thursday, November 5.—Fresh gales of wind, westerly. Sent the Dunwich to Falmouth, and the Flamborough, which joined us at ten last night, to Plymouth, to clean, and afterwards to repair for thirty days to look out for Sir Clowdisley Shovell to give him the distance and bearing of the land in the latitude 49, from twenty to thirty leagues from Scilly. Stood up channel ; this evening made Portland, and sent an express by the Sorlings to the Secretary of State, by way of Portsmouth.

Friday, November 6.—Moderate weather. About noon within four leagues of Beachy. This afternoon the Newport joined us with despatches from the Admiralty about the flota and Château Renaud's squadron. Ordered her to attend the Duke of Ormonde, who desired to land at Dover. Blowed very fresh at S and SSW. Lay by all night.

Saturday, November 7.—Thick weather, with hard gales at SSW. At one this morning the Dutch fleet fell in with us, and made the signal to lay by. Bore away, with only a foresail low set, for the Downs. The Dutch saluted and parted from us off Dover. At one got into the Downs, the weather being somewhat more moderate, where we found

Captain Foulis, with a squadron of fifteen or sixteen sail, under orders to look after Monsieur Pouiley. Duke of Ormonde landed, at noon, at Deal.

Sunday, November 8.—Issued orders to the transport-ships, bomb-vessels, &c., to go up the river, and the great ships to go round to Chatham.

Monday, November 9.—Received the Council and the Prince's orders to send the Somerset and Ranelagh, with all the transports, ordnance, store-ships, and victualler, to the Spithead, which were ordered accordingly.

Tuesday, November 10.—Blowed hard, that no boats could pass. Captain Bokenham died, and Captain Foulkes ordered to command the ship to Chatham.

Wednesday, November 11.—Received the Prince's leave to go ashore or go round with the great ships. Ordered the Association and Ranelagh to exchange their soldiers—the guards, that were in the Ranelagh, being to go up the river; and the Association's soldiers of Sir Henry Bellasis' regiment, to go to Portsmouth.

Thursday, November 12.—Unmoored in the night, and being thick weather, at SSW.

Weighed this morning with the great ships undermentioned, viz. :—

Royal Sovereign	Triumph
Prince George	Plymouth
Association	Newport
Barfleur	Fubbs yacht

At three this afternoon, as we judged about six leagues from the North Foreland, fell into five fathom water, which being very thick weather the pilots seemed to be at a loss, but judged it to be the Longsand Head, though it was feared it might be the

Kentish Knock ; but, God be thanked, we soon got off into thirteen fathom water and anchored.

Friday, November 13.—Early this morning, being fine clear weather and a moderate gale at WSW, we weighed, and stood away to the northward, and anchored about the middle of the Gunfleet.

Saturday, November 14.—Weighed, with the wind about SW ; and worked up very near the Little Middle.

Sunday, November 15.—Blowed very hard all night ; rode with our yards and topmasts down, that we could not weigh.

Monday, November 16.—Blowing, dirty weather, wind round the compass. About one o'clock the Admiral came aboard the Fubbs yacht, and turned up to the Nore, where we anchored about nine at night.

Tuesday, November 17.—Worked the night's tide with little wind, westerly, and anchored about nine a little above Leigh, and got up this night at nine to Greenwich.

Wednesday, November 18.—Came up this morning to town in the Admiralty barge.

Thursday, November 19.—The Admiral, having recovered a little strength, this afternoon paid his duty to her Majesty, who very graciously received him with great compliments, and ordered him immediately to be sworn of the Privy Council.

Saturday, November 21.—Sir George Rooke went to the House of Commons, where Mr. Speaker¹ made the following speech :—

Sir George Rooke,—You are now returned to this House after a most glorious expedition. Her Majesty began her reign with a declaration that her

¹ *Mr. Speaker.* Harley. The expedition had really been a failure ; but the Government were anxious to make the most of it.

heart was entirely English, and Heaven has made her to triumph over the enemies of England. For this thanks hath been returned in a solemn manner to Almighty God, yet there remains a debt of gratitude to those who have been the instruments of so wonderful a victory—the Duke of Ormonde and yourself—who have had the command of the sea and land forces.

In former times the Admirals and Generals have had success against France and Spain alone; but this action at Vigo hath been a victory over them confederated together. You have not only spoiled our enemies, but have also enriched your own country; common victories bring terror to the conquered, but you have brought destruction upon them and additional strength to England. France hath endeavoured to support her ambition by the riches of the Indies, your success hath only left them the burthen of Spain, and the ships of France are by this victory brought over to our juster cause. This is an action so glorious in the performance, and so extensive in its consequence, that as all times will preserve the memory of it, so every day will more and more inform us of the benefit.

No doubt, Sir, you are written, in remarkable characters, in the black list of those who have taken French gold,¹ and it is a justice due to the Duke of Ormonde and yourself, that you should stand recorded in the registers of this House as the instruments of so glorious a victory. Therefore the Houses have come to an unanimous resolution that you should receive their thanks, which I now return you.

To which the Admiral made the following answer :—

¹ Those who were responsible for the failure of the expedition to Cadiz were supposed to have been corrupted by the French.

Mr. Speaker,—I am under a great difficulty how to express myself on this very great occasion. I think myself very happy that in my zeal and duty to your service it hath been my good fortune to be the instruments of that which may deserve your notice, and much more the return of your thanks.

I am extremely sensible of this very great honour, and shall take all the care I can to preserve it to my grave, and to my posterity, without spot or blemish, by a constant and affectionate zealous perseverance in the Queen's and your service.

Sir, no man hath the command of fortune, but every man virtue at his will; and though I may not always be so successful as upon this expedition, yet I will presume to assure you I will never be more faulty.

I must repeat my inability to express myself on this occasion, but as I have a due sense of the great honour the House has been pleased to do me, so shall I always retain a due and grateful memory of it, and though duty and allegiance are strong obligations upon me to do my best in the service of my country, yet I shall always take this as a particular tie upon me to do right and justice to your service on all occasions.

January, 1703.—The Committee of the House of Lords appointed to examine my lord Duke of Ormonde's papers and the flag-officers' journals relating to the late expedition, having desired leave from the Commons that Sir George Rooke and Sir Thomas Hopsonn should attend them, upon which the Admiral moved the House that they would give him leave, which they did accordingly, but left them to their own liberty whether they should go or not.

January 23.—The Admiral attended the Committee of the House of Lords, where he was asked

the following questions, and offered them in writing, but he said he could answer them very easily without much consideration, and so would not give their lordships that trouble.

Q. Why was not the manner of attacking Cadiz resolved before you came in sight of it?

A. It would have been very improper till we knew in what condition Cadiz was, as to the number of ships that might have been in the bay for its defence.

Q. Was it foreign for a Council of War to resolve, before they came to Cadiz, in case the enemy had any number of ships in the bay, that they should be attacked?

A. I think it was, in relation to the Instructions, which have an exception in that case.

Q. Was the Council of general officers, mentioned August the 11th, unanimous in that resolution?

A. I must refer to the Council of War.

Q. What report was made by the engineer and those that were sent with him to take a view of the passage by the Isle of St. Pedro?

A. I cannot justly tell; but to the best of my remembrance they gave an account of the soundings, and that there was tolerable good landing in the back of the Island.

Q. Why did not the army land in the Island of Cadiz?

A. I believe the Council of War mentions the reasons.

Q. Whether all the Instructions he then had from the Queen relating to the attacking of Cadiz were laid before the Council of War, mentioned August the 13th, and the whole read?

A. I believe so. I appeal to the Duke of Ormonde and all the flag-officers, whether every in-

struction, and every letter that accompanied it, were not then read; they were not only read publicly, but they lay upon the table, and every officer had his liberty to peruse them.

Q. If the army had landed at the back of the Island, whether assistance could not be given them by the river to St. Pedro?

A. Every man knows the ground is foul on the back of the Island, nor am I satisfied that there is a passage there when the wind is out. I offered a reward to any Spaniard or other person that could give me information, and undertake that charge, and the pilots were all on board for that purpose. I think the Council of War was closed before the return of the engineer and the boats.

Q. What were the reasons that induced the Council of War for the army landing in the Bay of Bulls; and was the Council unanimous in that opinion?

A. I refer to the Council of War—I believe the Council was unanimous.

Q. Why were not the Puntalls immediately attacked when the winds were so fair that you saw the French ships and galleys sail within the Puntalls?

A. Do you find by any instructions or any Council of War that I had any power to make such an attempt? Was I to engage the confederate fleet without the resolution of a Council of War?

Q. Was it considered at any Council of War to attack the Puntalls with the ships?

A. At every Council of War it was considered how to make the fleet most useful to annoy the enemy. The taking the forts Catarina and Matagorda was in order to the attacking their ships. It was agreed at a Council of War that there was no going into the bay without taking these forts.

Q. Were you of opinion the ships could not lay

safe from the shot of the town and Fort Catarina till that fort was taken?

A. I was of that opinion, and am still so, and that opinion is confirmed to me by the flag-officers that were in the Bay of Cadiz after the fort was taken.

Q. Do you agree that it is five miles distance from the said fort to the town?

A. It is above three miles, it may be four; the flag-officers acquainted me it was impossible for any detachments of ships to lie there without being molested by the guns.

Q. When did the flag-officers give you this account?

A. After they had been into the Bay of Cadiz.

Q. Why did you not cut off the communication between Port St. Mary's and Cadiz as soon as you came there?

A. I think it was by a Council of War agreed that it was impracticable to lay a squadron of ships within the Diamond till Fort Catarina was taken, and the communication could not be cut off by a squadron of ships being in the Bay of Cadiz.

Q. Did you give the Duke of Ormonde notice, at the landing the forces, of there being a great surf, and the danger of it?

A. Surfs appear to every man's eye; there was no failure on my part; he had a flag-officer and five captains to attend, assist, and aid him. I was ill in bed at that time, if I had been up I could not have used greater caution.

Q. Why were not the bigger ships made use of there, since there was not small ones sufficient?

A. The bigger ships were made use of. There were ships of sixty or seventy guns, particularly the *Lennox*; bigger ships could not lie in the Bay of Cadiz without being within the shot of the cannon of the town.

Q. Whether, on landing, order was given that no plunder should be received aboard?

A. I believe not; I could not conceive they went to plunder, but as soon as I heard there was any plundering contrary to the Declarations I gave orders none should be received on board, and that what was on board should be reserved for the Queen's service.

Q. Did you afterwards give any order for receiving any goods on board?

A. I did not, unless it were for provisions.

The Committee broke up, and told the Admiral they had several other questions, which he desired to have in writing and he would answer them in writing, for their lordships' fuller satisfaction. Accordingly they sent him, the next evening, the following questions, which he answered; and then, on the 25th January, 1702, he carried them to the Committee, viz. :—

Q. Was it on the north side that the ships ran the hazard of tailing aground?

A. It was on the east side. As those ships were, several of the shot from Cadiz flew over them and some into them.

Then, desiring the answer he gave on the 23rd instant, relating to the receiving plunder on board, might be read, said :—

The orders I gave at first extended no farther than to command the English boats to bring no plunder on board, nor were any others necessary to restrain the captains to receive any plunder, because by their general instructions they are obliged to receive no merchandize on board.

Q. Whether were the pilots you endeavoured to procure, for the passage into St. Pedro or the passage into the Puntalls?

A. I endeavoured to get pilots not only for the

entrance into the Puntalls and for the passage into St. Pedro, but into the river of Sherries¹ also.

Q. Whether you thought it impracticable to land the forces on any part of the Island of Lyons?²

A. I did not think it impracticable to land the forces on the back of the Island of Cadiz, but it would have been very difficult to have landed the horse and artillery.

Q. How did you know there were batteries of 200 guns on the shore?

A. I did not say there were batteries of 200 guns on the shore; but there were more than that number on the shore—in the town, in three new batteries between the town and the Puntalls, and in the two forts at the entrance of the Puntalls and Fort Lewis, and in their ships and galleys—all which faced and bore upon the bay.

Q. How came the resolution of the Council of War of August 29 to be taken?

A. It was upon a letter from the Duke of Ormonde, brought off by Sir Henry Bellasis.

Q. Why, when Sta. Catarina was taken, did you not sail with the fleet into the Bay of Cadiz?

A. Because there was not room for the detached squadron of sixteen ships and the bomb-vessels to ride secure from any danger of the ground, and the shot of the town.

Q. Whether you thought it possible Cadiz should be taken by landing in the Bay of Bulls?

A. No, nor without it; for, unless a squadron of ships could lay in the Bay of Cadiz, which was judged impracticable till Fort Catarina was taken, the communication between the town and Port St. Mary's and the river of Sherries could not be cut off, without which I think there is no reason to believe

¹ *River of Sherries*, the river Xeres.

² *Island of Lyons*. *Islas de Leon*.

the town could be reduced, with the number of forces under the Duke of Ormonde's command.

Q. What cruisers were abroad, and under what orders, at any time during your riding in the Bay of Bulls?

A. The paper marked No. 1 is a copy of orders to the cruisers.

Q. What spare ordnance stores did you carry out of England?

A. None for the fleet.

Q. How many bomb-vessels and what number of bombs did you carry with you; and did you think that number of bombs and vessels sufficient for the service you were going upon?

A. We had five English bomb-vessels and three Dutch. The paper marked No. 2 explains what number of bombs and carcasses were for our English mortars; but what the Dutch had I cannot say, though I do believe the number of bombs and vessels were sufficient for the service we were going on.

Q. Was any care taken to ship off or destroy the provisions or naval stores at Port St. Mary's?

A. The agent victualler and his clerks were employed a considerable time to get off the provisions, with lieutenants and other officers and men to bring them off, as also the naval stores; and what was not brought off I do hope and believe was destroyed, according to the resolutions of a Council of War on that behalf.

Q. Why was the Spanish captain set ashore at Cadiz; and what account did he give you of the state of the place and batteries?

A. Rear-Admiral Fairborne sent off a Spanish boat with an officer who came from Cadiz and was bound to Port St. Mary's, whom after Rear-Admiral Graydon had examined, I sent him back to Sir

Stafford Fairborne, with orders to let him pass on to Port St. Mary's, and if that he went back to Cadiz, it was without my order or permission.

Q. Whether there was any number of Spanish prisoners set ashore contrary to the Duke of Ormonde's opinion and desire?

A. Not that I remember.

Q. What were the reasons for the results of the Council of War of September 2?

A. The Council of War mentions the occasion, which was a council of the land general officers, brought off by Brigadier Seymour.

Q. What number of ships did the whole fleet consist of?

A. Fifty ships of the line of battle; 38 frigates, fire-ships, bomb-ships, hospitals, storeships, &c.; 43 transport ships; 8 victuallers; 20 ordnance ships; 4 tenders. In all 180; besides the Dutch transports and tenders.

The Committee adjourned to January 27, and then sent the Admiral further the following questions, viz. :—

Q. Whether there were more difficulties when he came to Cadiz than he was informed of before he went thither?

A. There were several fortifications on float which we could have no account of before we went. The taking Cadiz is more difficult than the taking Brest or Toulon, though I don't say either of them is seizable.

Then the Committee adjourned till to-morrow at ten o'clock.

January 28, 1703.—The Admiral attended them, and they told him they would prepare and send him some further questions to be answered, which they did, the day following, viz. :—

Q. Who were those in the Council of War of

June 15 that were of opinion it was too late for the fleet to proceed further than the Corunna?

A. Nobody that I know of; though I cannot undertake to remember my own opinion at so great a distance of time, much less can I pretend to give an account of other men's.

Q. Whether the Council of War of August 13 were unanimous in their opinion of not landing on the back of the Island of Cadiz, and if they were not, which of them was dissenting?

A. I cannot say they were all unanimous, nor which of them was dissenting.

Q. Whether any of the Council of War of August 13 proposed to attack the ships above the Puntalls?

A. I cannot say whether there was any such proposal or not, though possibly there might be.

Q. What account did Captain Morrice¹ give pursuant to the order of August 25, of the entrance into the St. Pedro river, and when?

A. Captain Morrice returned August 26 from St. Pedro, and gave me an account that a mile and a half from the mouth of the entrance into St. Pedro was very foul ground, and not safe for a ship to stand in nearer. That the creek's mouth is about a quarter of a mile broad, and near three fathom at high water. That there was a battery on the island of St. Pedro, which fired a gun that grazed very near his boat. And in his opinion boats might go in at any time of tide in fair weather. So soon as he returned I ordered him ashore with the engineer to the Duke of Ormonde. And if this answer be not satisfactory the captain is in town.

Q. In what disposition did the fleet sail into Vigo and what method did you take in finding your way into it?

¹ Captain Morrice was the engineer officer sent to reconnoitre as recorded in the Journal.

A. We made an attempt or two of getting in, but were disappointed by the night coming on, so that I was obliged to lay the fleet by on October 10, at night, in order to be in reach of a day's sail of the port. On the 11th, at break of day, we saw the islands of Bayonne, upon which I made the signal for bearing away; but within half an hour it proved rainy, thick weather, but the Kent and Lowestoft, being near the islands, and having sight of the islands, we kept in sight of them, generally speaking; and sending the yacht and a smack ahead, to secure their sight of the two frigates, I sent the Somerset, whose master was acquainted with the port, next to them, and followed myself in the Royal Sovereign. And every ship keeping sight one of another, we entered the port, and came near the town of Vigo before we were discovered, and as nothing but my zeal for the service, and the prospect of so great an advantage to my country could have induced me to so hazardous an undertaking, so am I now satisfied nothing but the success that attended would have justified that attempt.

Q. How was the attack disposed at Vigo?

A. I take it the line of battle is in my journal, though that was altered by a concert with some of the flag-officers, and the approbation of the rest, by which the two vice-admirals with their divisions were intended to fall upon the boom at once, and in case that had brought them up, it was ordered that every ship in their turn should have fallen into the intervals and have made one entire battery upon the enemy.

Q. Were the boom and the batteries viewed before the attempt?

A. While we were holding the Council of War for the attack, Captain Norris, who rode next the boom, came on board and gave me a pretty near

account of the batteries and position of the boom. There was also at night guard boats sent in to make their observations, but the night being dark they could give little or no account of the batteries and only that there was a boom in the entrance of the harbour where the enemy lay. The next day, after the line was formed, upon a message from Vice-Admiral Hopsonn, I went aboard his ship with Rear-Admiral Fairborne, Count Guldenleew and others, and viewed the batteries and boom myself, and ordered the attack should be made as it was before directed.

Q. Did you order the ships that made the attack at Vigo to put themselves in a condition of anchoring by the stern?

A. No; nor I saw no reason for it. I cannot but observe these questions seem to imply that there was too little caution used at Vigo, where the difficulties were not very considerable, as the former does that there was too much at Cadiz, where the hazards were so obvious as to render the attempt irrational and impracticable.

Q. What was the reason Vigo was not attempted in order to winter the forces there?

A. I presume the letters that passed between the Duke of Ormonde and myself on that subject may be a full and sufficient answer.

Q. How many ships of force may be harboured in Byon?

A. I presume it is meant Bayonne, of which port or bay I have no knowledge.

Q. Could they not be secured there from an enemy?

A. I presume not; because the French and Spanish ships were at Vigo, and I think it may reasonably be concluded they would have put them-

selves into that harbour which was most likely to prove their security.

Q. Did you send to take a view of the harbour of Bayonne?

A. No, I did not; I thought it more advantageous to the service to get the great ships home in safety, than to keep them abroad in the winter season, by trifling away the time in unnecessary discoveries.

The Committee adjourned again.

February 1, 1703.—The Admiral attended the Committee of Lords, where they asked him as follows, viz. :—

Q. What did you mean by fortifications afloat, in your answer of January 27 to the question then asked you?

A. I meant ships, galleys, and some on hulks. The officers that were on that service can best inform; I was then ill. There was a battery, between Matagorda and Fort Lewis, with a chain. There were three men-of-war to support the boom, and with them the galleys. I know not but there might be more; I am sure there was so many. They annoyed the approaches more than the batteries did.

Q. Did Captain Wright go with you?

A. No.

Then they told the Admiral they had no more questions to trouble him with.

January 29, 1703.

At a Council of War of flag-officers held January 29, 1703, at Jermyn Street.

Present :

Sir George Rooke.

Rear-Admiral Fairborne.

Sir Cloudisley Shovell.

Rear-Admiral Graydon.

Mr. Churchill.

Captain Dilkes.

My Lord Carmarthen.

Upon a consideration of encouragement and methods to induce the seamen to enter into her Majesty's service for the more speedy and effectual manning the fleet :

It is proposed that her Majesty's bounty to volunteers be prolonged to the first of March, and that a diligent and severe impress be made as is already directed.

That a strict embargo be laid on all trade, as well coasters as others, until the outward bound ships that are cleared from Gravesend, from the custom offices of the outports, do furnish her Majesty's ships with one fourth of the number each merchant ship company so cleared has belonging to them, and that ships not cleared do furnish one half of their companies to her Majesty's service, and that no protections be granted to coasters till one half of the number of seamen belonging to each port be produced and shipped into her Majesty's service. That all justices of the peace, mayors, and other magistrates of all inland towns, be charged and commanded to apprehend all straggling seamen, watermen, bargemen, and fishermen, and send them to her Majesty's fleet, and upon the producing of receipts from the sea-officers that receive them, there shall be paid, as an encouragement by the commissioners of the navy, 20s. per man, and 6*d.* per man for each mile they bring them under twenty miles, and 10s. for every man they bring above twenty miles, provided none be old men, boys, or infirm and diseased persons. And that the Lord Mayor of London be commanded by his officers to be aiding and assisting to the sea officers in executing their impress warrants within the liberties and jurisdictions of the city, and that all watermen may be liable to be impress and obliged to enter into her Majesty's service, only

excepting such as are absolutely necessary for the use of the navy, ordnance, and victualling offices.

That the ships of the fleet be stored with so much water as they can stow with respect to their carrying two months' beer for their ship's companies.

That there be allowed to each ship of the first and second rate fitted out *de novo*, three tenders, whereof one to be a smack ; and to those who are in part manned, two tenders, one of which to be a smack, and that each flag be allowed a supernumerary tender in case they shall think it for the good of the service.

That each of the third rates to be fitted out *de novo*, be allowed two tenders, one of which to be a smack or small hoy or vessel under 50 tons, and to those of that rate who are in part manned be allowed one tender.

And that every fourth rate to be fitted out *de novo*, be allowed one tender not exceeding 50 tons.

That when the fleet comes to sea, all the tenders shall be discharged, except such as are absolutely necessary for the service of the fleet, and those to be under the directions of the several flag-officers for their respective divisions.


That the Admiral of the fleet be allowed, if he has occasion for them, sixteen servants. That the Admirals of the White and Blue squadrons be allowed twelve servants.

And all other flag-officers be allowed ten servants or retinue to be included in the supernumeraries allowed upon account of their flag.

February 17, 1703.—The Committee of Lords, according to order, reported their inquiry and examination of the flag-officers' journals and my Lord Duke of Ormonde's papers, and after a very long harangue of my Lord Torrington's he put the question :

Whether the not sending boats to sound the back of the Island of Cadiz and St. Pedro upon our arrival there was not a fault ?

No fault	.	.	.	.	54
A fault	.	.	.	.	29

 Observe, the Admiral that morning before he came within sight of Cadiz, not only ordered boats to sound in which the quarter-master general of the army, and Colonel Carle and Major Burgard, engineers, went, but also a frigate and the yacht to protect them. So that this question was put without thought.

Upon which a previous question was put :

Whether the landing on the Bay of Bulls was not the occasion of our not succeeding at Cadiz ?

Noes	.	.	.	.	44
Yeas	.	.	.	.	20

and then it was unanimously resolved :—

Resolved that Sir George Rooke, with respect to the instructions he received, and the Councils of War by which he acted, hath done his duty and behaved himself like a worthy and brave commander, with honour to the nation.

The following Memorial delivered to her Majesty January 10, 1703, being a proposal for next summer's service at sea :—

It is humbly proposed and offered to your Majesty's consideration that in case there happens a war with France and Spain that there may be appointed, and ordered for the next summer's service of English and Dutch ships, the following numbers and proportions :—

English.	Dutch.
80 ships of the line of battle	40 ships of the line
20 frigates	12 frigates
12 fireships	6 fireships
10 bomb-vessels	6 bomb-vessels

To be divided in the following manner into the main fleet and for the guard of the coast and the security of the commerce :—

For the main fleet.

English.	Dutch.
50 ships of the line	30 ships of the line
10 frigates	4 frigates
10 fireships	4 fireships
8 bomb-vessels	4 bomb-vessels

Of the quality and of the force following :—

No. of Men		
4 ships of 100 guns each	3,016	4 of 92 guns each
16 from 80 to 90 guns	. 8,600	10 of 72 guns
22 from 60 to 70 guns	. 9,012	10 of 64 guns
8 of 50 guns	. 1,808	6 of 56 guns
<hr/>		
50 ships	22,436	30 ships

The English to have 5,000 land forces aboard, and the Dutch 3,000, with a sufficient number of land officers to command them in case there be occasion to make a descent.

That the fleet be supplied with eight months' provisions at least, and the rendezvous at Spithead by the 10th of April at furthest, and then to divide—the squadron to Cadiz to consist of 50 sail, and to proceed immediately.

English line of battle formed by the Admiral Sir Cloudisley Shovell, Vice-Admiral Churchill, Vice-Admiral Hopsonn, and Sir John Munden.

		Guns			
Hastings 32		70	Expedition	}	Vice-Admiral Hopsonn
Vulture, fireship		80	Cumberland		
		90	Namur		
		70	Northumberland		
		60	Mary		
		70	Lennox	}	Sir George Rooke, Admiral
Lowestoft 32		70	Eagle		
Newport 24		50	Deptford		
Hunter, fireship		80	Somerset		
	110		Royal Sovereign		
		90	Association	}	Rear-Admiral Munden
		70	Nassau		
		70	Restoration		
Shoreham 32		70	Grafton		
Griffin, fireship		80	Shrewsbury		
	100		Victory	}	Lord Pem- broke, Lord High Admiral
		80	Lancaster		
		60	Montague		
		70	Edgar		
		90	St. Michael		
Lynn 32		70	Hampton Court	}	Vice-Admiral Churchill
Swan 24		90	Triumph		
Vesuvius } fire-	100		Britannia		
Phoenix } ships	80		Ranelagh		
		70	Essex		
		70	Suffolk	}	}
Mary, galley 32		70	Bedford		
Queen-		60	Pembroke		
borough 24		80	Torbay		
Firebrand, fire-	100		Royal William		
ship		80	Russell	}	}
		70	Berwick		

		Guns		
Fowey 32 Lightning, fire- ship		70	Stirling Castle	Rear-Admiral Fairborne
		80	Cornwall	
		96	St. George	
		80	Norfolk	
		66	Plymouth	
Adventure 40 Flamborough 24 Hawk, fireship		66	Swiftsure	Sir Clowdisley Shovell
		70	Kent	
		60	Exeter	
		90	Barfleur	
		100	Queen	
Poole 32 Vulture, fireship		80	Boyne	Lord Carnar- then, Vice- Admiral
		70	Orford	
		70	Burford	
		60	Medway	
		80	Newark	
		90	Prince George	Blue
		80	Chichester	
		70	Revenge	

Sir George Rooke wrote the following letter to Prince George of Denmark, on Capt. Whetstone's being made an admiral, in preference to Capt. Wishart, who was a senior officer, and at the same time, Sir George Rooke's first captain, and who applied to him to quit the service on that account:—

January 24, 1703³, Royal Catherine at Spithead, just upon sailing with the King of Spain¹ for Lisbon.

May it please your Royal Highness,

It is with all the grief and confusion of mind imaginable, that I find myself obliged to address your Highness in terms that may be, by the most malicious, deemed disrespectful or remonstrative; but when I consider the Queen's service, or my own honour concerned, I cannot, for my life, be tacit. I

¹ *King of Spain.* King Charles III.

am informed Capt. Whetstone is preferred to be Rear-Admiral of the Blue, in prejudice—pardon the expression, Sir—to Capt. Wishart, who is a senior officer, and Capt. to the Admiral of the Fleet. I have always been of opinion, that where seniority and merit meet in the same person, it would be of the utmost consequence to the service to discourage officers so qualified; possibly Captain Wishart's being a Scotchman, may be a reasonable objection, to some, to his preferment at this time; but I think that circumstance should have been set in its proper light, before the Queen and your Royal Highness; for though he be of that country by birth, he is an Englishman by interest, which I take to be the best security her Majesty can have from any of them; for, some years since, he sold what he had in Scotland, added to it what he had acquired in the Crown's service, and with his wife's fortune purchased, and now enjoys, a very good estate in Yorkshire. He has ever had the character of a good officer and a very honest man, and I think in my conscience deserves it, and he has always had right and justice done him in the Fleet, till he had the misfortune of coming under my particular care and protection. In the thirty years that I have commanded in the navy, my principal consideration and regard has ever been the service and honour of my Prince and country, and next to that, the advancement and interest of my own reputation.

I cannot, but with humble submission, Sir, reflect and conclude that by this neglect of Captain Wishart, my services to her Majesty are not very well received, or are misunderstood. This, I take God to witness, I could not exert myself with greater diligence and zeal, nor wish to be more successful in it than I have been. So that, Sir, since my interest has fallen so low, that I cannot do

justice to her Majesty's service, nor my friends in the Fleet, I do, with the humblest respect and duty, beg of your Royal Highness to intercede and prevail with the Queen, that I may, without her displeasure, obtain her Majesty's leave and permission to resign my command, and retire to my poor patrimony, where I may, without interruption, end my days in repose and devotion, which I wish may not tend to the saving of my own soul, nor the prosperity of my family, whenever I neglect to pray that the choicest blessings of heaven may descend on her Majesty and your Royal Highness, and that the Almighty may bless and preserve you long together. I am in all duty, Royal Sir,

Your most, &c.

(Signed) GEO. ROOKE.

The Admiral soon after received the letter which follows :—

St. James's, Jan. 26, 170 $\frac{3}{4}$.

I had so much concern for you that I did not show the Queen your letter of the 24th. You may believe her Majesty and I have all manner of confidence in you, when we put the greatest trust of England in your hands, and that therefore Captain Whetstone's promotion to the rank of Rear-Admiral, was not intended as a slight to you, or disesteem for your service, for which we have a just value. I think that all sort of encouragement ought to be given to those who have been forward to go to the West Indies, and Mr. Whetstone's carrying the flag there with approbation was the occasion of his having of it here. I should have asked your advice in this matter had you been in town ; but I remember upon making the flags last year all my Council were of opinion that the Crown

never tied itself to seniority in choosing their officers. You may be confirmed of my esteem, by the regard I have always had for yourself and services, and will be satisfied by the continuance of my kindness, that I am,

Your affectionate friend,
(Signed) GEORGE.

To which the Admiral immediately wrote the following answer :—

May it please your Royal Highness,

I have received the honour of your Highness's letter of the 26th instant, for which I cannot be sufficiently thankful. It is not for me to reply to your Royal Highness, but with the greatest submission and duty, and it is in that that I humbly take leave to inform your Royal Highness, this is the only instance, since that office has been constituted in the Navy that the first Captain of the Admiral has been refused in favour of a younger officer, and this neglect of mine has so impaired my credit and interest in the Fleet, that I cannot think myself qualified to execute the great trust her Majesty is pleased to repose in me. I have nothing to value myself upon but the reputation I have acquired in my country's service, and when I think that suffers, I am touched in my tenderest part; of which I am so very sensible on this occasion, that I must beg your Royal Highness to lay my letters before the Queen, and that you will be pleased to prevail with her Majesty in granting me my desired repose and retirement.

I am, with all imaginable duty, Royal Sir,

Your most, &c.,
(Signed) GEO. ROOKE.

The 5th of February following Captain Wishart received the Prince's commission to be Rear-Admiral of the Blue, and hoisted his flag on board the Suffolk at Spithead ; but, at the King of Spain's request, he continued first Captain to the Admiral of the Expedition.

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